

15¢

THE AMERICAN

SEE PAGE 14...

LEGION

MAGAZINE

MARCH 1953

STALIN, ANTI- SEMIT



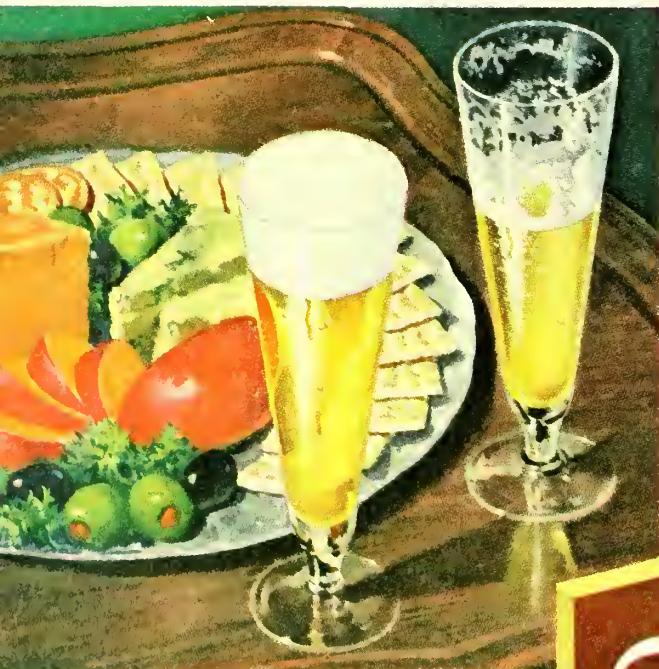
The American Legion Marksmanship Program—recreation that can be life-saving.

If you like beer You'll Love Schlitz

No harsh bitterness...

Just the kiss of the hops

This dry and mellow beer . . . this beer of *matchless flavor* . . . is the world's largest seller. More bottles and cans of Schlitz are bought—*millions more*—than of any other beer.



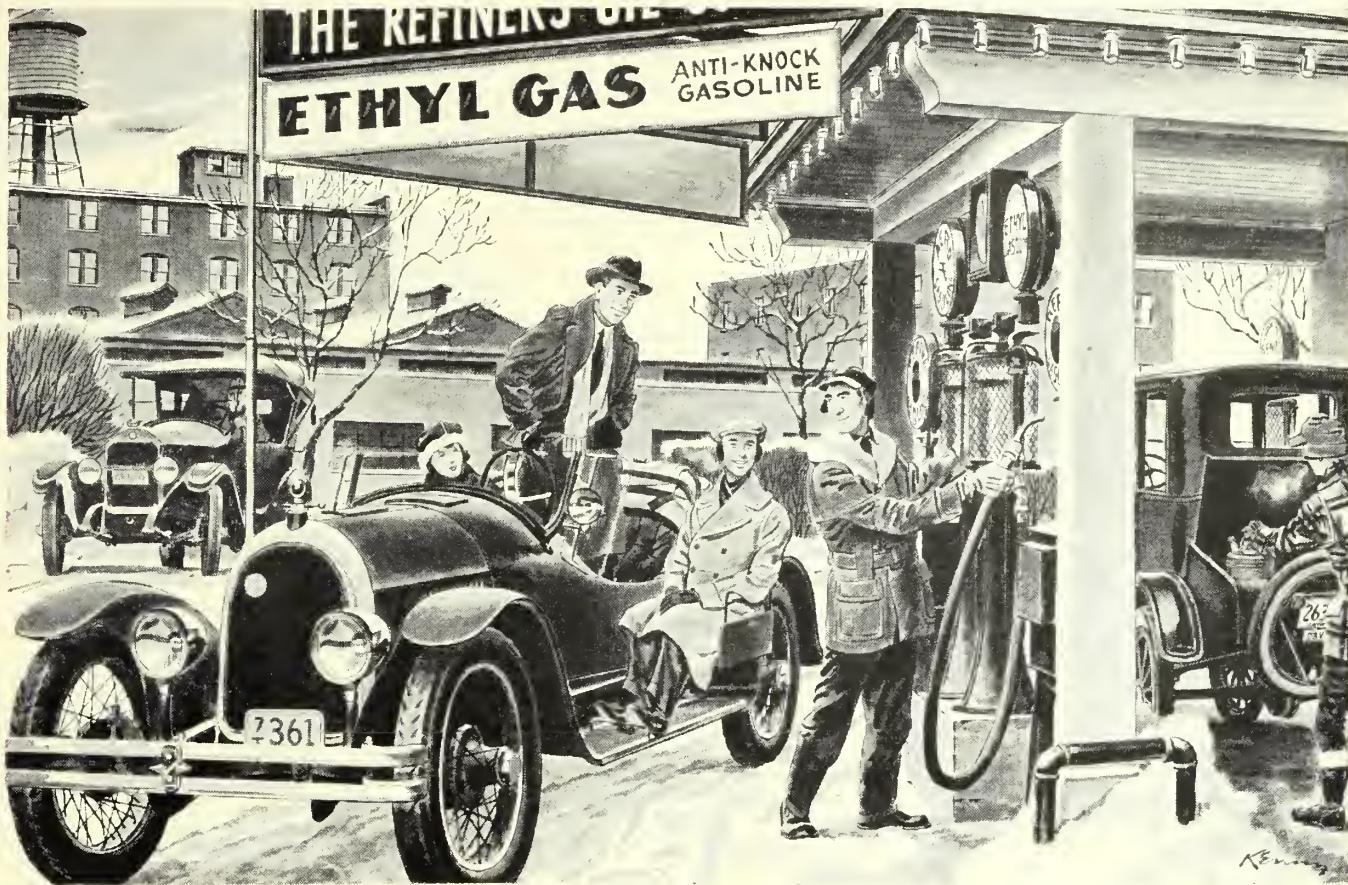
Schlitz is available in quart bottles, 12-ounce bottles and cans, and the 7-ounce bottle that holds just a glassful. Also in 24-Pak and handy 6-Pak cartons of cans and "one-way" bottles that require no deposit.



ON TV EVERY WEEK—The popular new "SCHLITZ PLAYHOUSE OF STARS." See your newspaper for time and station.

First in Sales

The Beer that Made Milwaukee Famous

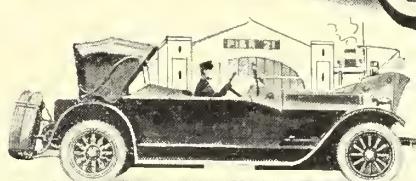


TODAY AS YESTERDAY

1920 KISSEL Goldbug, filling up at the first "Ethyl" gasoline pump, had a six-cylinder, 60-h.p. engine. It had a seat on the side that slid in and out like a drawer.

cars run their best on the best gasoline

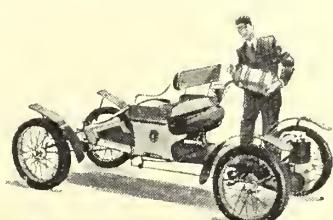
1953 OLDSMOBILE Super "88" is described as the "power car of the year." It offers power steering, power brakes and a 165-h.p. engine.



1923 LOCOMOBILE, at \$7,600, was the costliest American stock car that year. This Model 48 lasted for 18 years, with minor changes.



1903 ORIENT Buckboard sold for \$375 and was promoted as the "cheapest auto in the world." Its 4-cylinder engine was mounted in the rear.



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CORPORATION

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Ethyl Antiknock Ltd., in Canada

ON FEBRUARY 2, 1923—thirty years ago this month—car owners went out of their way to stop at this little station in Dayton, Ohio. They wanted to try a new kind of gasoline . . . a gasoline that promised to stop the "knock" that was plaguing them.

This new gasoline was "Ethyl" gasoline. And these first purchasers found it really did stop "knock." But that wasn't all. It opened the door to the modern, high compression engines that give today's cars such thrilling power and performance.

To get the most enjoyment out of your car, always fill 'er up with "Ethyl" gasoline. For today, as yesterday, cars run their best on the best gasoline.

give your hair that "JUST- COMBED" LOOK all day long



Because of Viratol—*a special compound found only in 'Vaseline' Cream Hair Tonic—hair stays in place, looks and feels natural all day long.

Try it today—see if your friends don't notice the difference in your appearance. 'Vaseline' Cream Hair Tonic contains Triple-A Lanolin, too... and it's homogenized for easy flow.



Vaseline TRADE MARK® CREAM HAIR TONIC

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of the Chesebrough Mfg. Company, Cons'd

VOL. 54 No. 3



No one knows better than a combat vet the importance of the Legion's growing Marksman Program.

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LEGION

THE AMERICAN

MAGAZINE

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Cover by John McDermott

Manuscripts, artwork, cartoons submitted for consideration will not be returned unless a self-addressed, stamped envelope is included.

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enjoy the smooth smoking of fine tobaccos
— the finest quality money can buy



Wherever you go, notice
how many people have chosen
to PALL MALL in the
distinguished red package.

THE
FINEST QUALITY
MONEY CAN
BUY

Here's Mildness You Can Measure

See how PALL MALL's greater
length of fine tobaccos
filters the smoke
on the way to your throat



Light a PALL MALL and notice how mild PALL MALL's smoke becomes as it is filtered further through PALL MALL's traditionally fine, mellow tobaccos.

At the very first puff of your PALL MALL you will enjoy PALL MALL's cooler, sweeter smoking. And your enjoyment of PALL MALL doesn't stop there. After 5 puffs of each cigarette—or 10—or

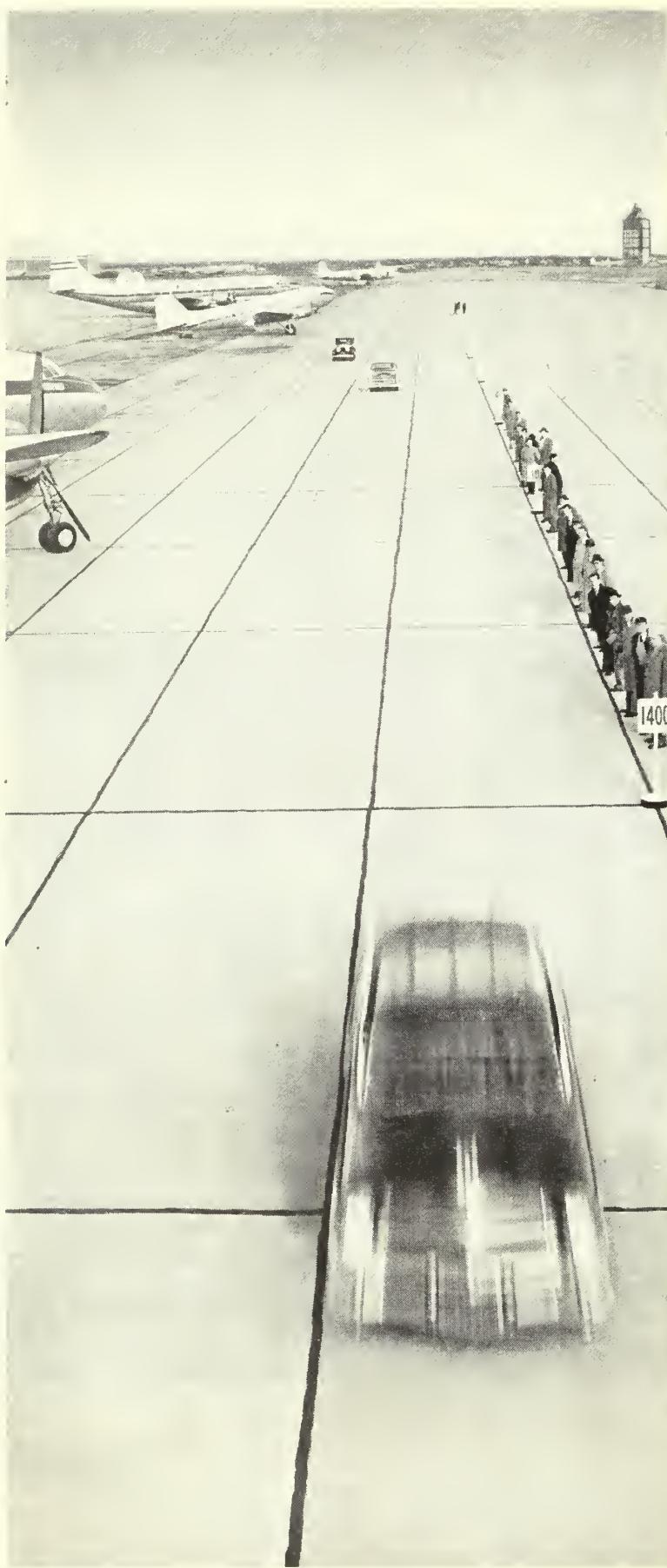
17—your own eyes can measure PALL MALL's extra length for extra mildness.

PALL MALL's greater length of fine tobacco travels the smoke further on the way to your throat—filters the smoke and makes it mild.

PALL MALL gives you a smoothness, mildness and satisfaction no other cigarette offers you.

Copr. 1953, American Cigarette and Cigar Co., Inc.

Outstanding... and they are mild!



20 SECONDS AFTER start of acceleration test, 1953 car with 1953 gasoline pulls far ahead of same model car using 1925 gasoline. Trailing both new cars is an automobile of the twenties fueled with 1925 gasoline. By every test, including ton mileage, today's gasoline proves 50% better than 1925 gasoline.

Runway Tests Prove Gasoline 50% Better Than in 1925

Priced the same as it was then,
2 gallons now do work of 3

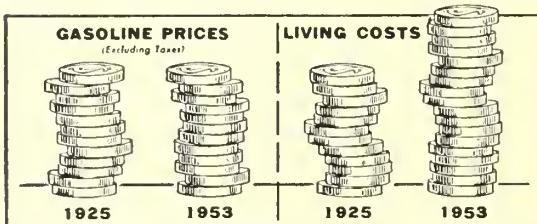
Dramatic automobile tests at New York International Airport, "Idlewild," prove that 2 gallons of today's gasoline do the work 3 gallons did in 1925.

Today's gasoline, these tests show, is worth 50 percent more by every measure of automobile performance and economy — even taking into consideration the great improvement of car engines and designs. To make test results even more remarkable, today's gasoline still costs about the same as gasoline did in 1925 — *only taxes are higher*. In the same period the price of most things you buy has gone up sharply.

This increase in gasoline quality has been the direct result of constant competition in every branch of the oil industry. Every day, oilmen try to win your business by doing their jobs better, faster, more efficiently.

That's why you get the finest oil products at the world's lowest prices. And this is just one way you benefit from the American system of free competition where privately-managed oil companies have a chance to earn a profit while serving you.

For a free booklet about the improvements in today's gasoline, "2=3," write to Oil Industry Information Committee, American Petroleum Institute, Box 57, 50 West 50th St., New York 20, N. Y.



1953 GASOLINE is an outstanding buy. While general living costs in the U. S. have jumped 52.2% since 1925, gasoline today is priced about the same as gasoline was then — *only the taxes are higher*.

Sound Off!



Writers must give name and address. Name withheld if requested. So many letters are being received it is not possible to promise answers. Keep your letters short. Address: Sound Off, The American Legion Magazine, 580 Fifth Ave., New York 36, N. Y.

TWO VIEWS

Sir: I would like to set Clayton Mezger straight on his letter in the January issue, which appeared under the insulting heading "Dead Enders." We, the Savannah District of the Corps of Engineers comprise World War II veterans from the fighting Sea Bees to the Flying Tigers in China. We have pulled our stretch in the front lines. We have one fellow in a wheel chair at present (you would probably call him a "Dead Ender") who lost the use of both legs in the Air Corps. Also the WACs and the WAVES are well represented in this "coffee sipping civil service" District of Savannah.

Irving William Drought
Savannah, Ga.

Sir: I would like to add my two cents worth to Clayton Mezger's "Dead Enders." I spent 42 months on Scott Air Force Base. And not because I wanted to either. That place should be re-named Scott Civil Service Headquarters for southwestern Illinois and eastern Missouri. They almost outnumbered the GIs and certainly outranked us. They tried to stab anybody that wouldn't bow down to them. A neighbor of mine is stationed at Fort Worth, Texas, and has been at Rapid City, S. D. He agrees with me 100 percent. So will many of my buddies throughout the States. No wonder it costs so darn much to run the Air Force, Army, Navy and Marines.

Ed Ellison
Hampton, Neb.



INSIDE RUSSIA

Sir: I am one of the few Americans who have actually been in Russia, and what I saw over there made me all the more determined to do all I can to protect our way of life. In fact, if I am ever approached by a commie I'll probably have to go to the dentist with him; he with broken teeth and me to get my hand out of his mouth. I spent almost four years in service during WW II, some of that time in combat.

Warren K. Edmondson
Vincennes, Ind.

WHO'S A DOPE?

Sir: Of all the dopey things people do, it seems to me the dapiest thing to do is to write dopey letters about dopey subjects to dopey magazines.

George A. Bell
Roselle, Ill.

BACK FOR MORE



Sir: Your January cover hit home. My husband, who endured the ordeal of Bataan and a PW camp there, is now headed for a Happy New Year in FECOM, probably Korea. But his three daughters and I pray that he is lucky enough to get Japan, where we'll join him—God and the Army willing! In WW II, I served as a WAC, but serving as a wife and mother in this war is far worse.

Mrs. John M. Cook
Baltimore, Md.

FORGOT ONE

Sir: In the January issue your article *Symbols that Sell* left out one that should certainly have appeared, Hormel. Many thousands of dollars have been spent in showing the Hormel all-girl drum and bugle corps, each and every one a paid-up member of The American Legion. Today they are on the radio and on the show that I witnessed the master of ceremonies mentioned The American Legion. All this was done by one man, who asked for nothing in return, Jay C. Hormel.

Patrick Henry Phillips
Los Angeles

NO FLATTERY INTENDED

Sir: The UMT article stinks. Anything which controls a person destroys his personal liberty. With UMT the U. S. will be another sovietized nation.

Horace Sherman Miller
Waco, Texas.

DISLIKES McCARTHY

The glory seeking, witch-hunting, medal-grabbing, NAM stooge McCarthy should be kicked bodily out of the United States Senate. There was a time when I thought the ends justified the means when McCarthy was yelling about the State Department. But it seems that McCarthy never had the interest of the country at heart—

(Continued on page 45)



**USE LESS OIL
... GET THE
LONG
QUART**

**LONG because it
lasts long—saves you added
quarts between oil changes**
**This 100% Pennsylvania motor oil
with THE Tough-Film® stands up under
intense heat . . . resists the forma-
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Your engine stays cleaner, smoother
running . . . uses less oil!**

**Pennzoil gives all engines an extra
margin of safety. There's a correct
grade and type of Pennzoil for
YOUR car and driving conditions.**

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AT BETTER DEALERS . . . COAST TO COAST**



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Now, there's no need to smoke a pipe that tortures your tongue! Light up a honey-lined Yello-Bole... and feel the soothing difference.

Thanks to that pure honey lining... you can smoke your

handsome Yello-Bole to your tongue's content.

No "Break-In Blues!" No stung tongue or irritated throat from a Yello-Bole. So switch to a sweet-smoking, honey-lined Yello-Bole... today!

YELLO-BOLE

WIDE VARIETY OF SHAPES... IMPORTED BRIAR

\$1.00
TO
\$2.50

Editor's Corner



SWAN SONG BY THE DEAN

Shortly before he packed up and left his job, where he had not been exactly a howling success, Dean Acheson made an off-the-record talk in Washington to the Foreign Service Association. In it he boasted how under him the State Department had grown from 1,900 to 9,000. He bragged of its world-wide influence. He deplored the fact that despite all the efforts of his henchmen, many foreign peoples had no use for Americans. That, however, he said was the fault of Congressional busybodies who persisted in prying into State Department activities.

He expressed his anguish that he was leaving their midst, but he left a Message with them:

"You must be prepared to carry on in the work of the Department of State in the representation of the U. S. abroad in the battles with Congress. Make no mistake there is a real battle with Congress."

We hope that Congress takes due note of the Dean's last words and promptly bounces out of the State Department the embattled holdovers of his discredited regime. The ex-diplomat gave the best possible reason for such action himself when, a bit later, he said:

"The American people are completely out of sympathy with the loss of life and expenditure in Korea. We all are. But they see their sons killed and refuse to see further. We know that there are countries whose sons have been killed for 500 years and that the people of those countries know that it is critical to the interests and security of their nations. But it takes a long time to learn. *You must be prepared to carry out this endless business.*" [Italics ours]

This from a man who served as head of the United States Department of State! Is it any wonder we are in such a mess?

A PUSH TO THE LEFT

Next month watch for *What Have We Bought in Europe?* a first-hand account of the failure of our dollar diplomacy, by Karl Baarslag, Research Specialist for the National Americanism Commission.

Soon after this disturbing manuscript was placed on our desk we received a clipping which made an interesting footnote to its revelations. The clipping was a brief item that had been stashed away in the innards of the bulky Sunday *New York Times*. It reported that Ferdinand Graf, State Secretary of Austria, had made the flat accusation that the United States Government had been aiding socialists and radical groups in that country as a matter of policy.

"We trust," said Herr Graf, "that through the change of Government in

America the attempt to further socialist collective tendencies in Austria will come to an end."

We sympathize with Herr Graf, and hope that under the new management in Washington, the same disturbing trend will come to an end in the United States of America too.

HELP WANTED

Probably the saddest chore we have in editing this magazine is handling mail for the Missing in Korea column. The letters from parents and wives, asking us to print the names of their loved ones lost in Korea, are never emotional. Still, each one tells its own tale of heartbreak.

Now at long last something is going to be done officially about the thousands of GI's who have disappeared into the void of Korea—and it may be that you can help.

You probably recall the article we published last February titled *The Truth About the Katyn Forest Massacre* in which it was told how the reds had butchered 15,000 Polish officers. In that article, you may remember, the question was asked about American GI's in the hands of the reds in Korea. Were they getting the same Kremlin-inspired treatment?

Official silence on this score in Washington is now being broken and the new Congress is going to make an investigation of Korean atrocities. Indeed, some of the same congressmen who investigated the Katyn Forest Massacre will probably be on the new committee.

And this is where you come in. Mr. John J. Mitchell, Chief Counsel for the committee that studied Katyn, is digging into the Korea mess, and is anxious to hear from any Korean veterans or others who can provide first-hand information or leads about Korean atrocities. If you can help him in any way, we urge you to write him at 5421 31st St., N. W., Washington, D. C.

HOW NOT TO WIN RED FRIENDS

Have you noticed how unpopular Senator Pat McCarran is becoming? Once upon a time the genial Senator from Nevada was held in almost universal high regard. Then something happened. Nowadays if one is a person of high intellect one does not say the name McCarran without raising one's eyebrow and sneering ever so slightly. If one is a "true liberal" and one is writing or speaking to other "true liberals" one makes sure that the fellow from Nevada gets his lumps.

Could it be that Senator McCarran's decline in esteem has anything to do with his devastating attacks on the commies? And could it be possible that the clique and claque who want no limits on immigrants (including communist wayfarers) are smarting because the McCarran-Walter Act is keeping their little playmates out?

Anyway, McCarran's name now seems to have been joined with Senator McCarthy, Judge Medina, Judge Irving Kaufman, Louis Budenz, Whittaker Chambers, J. Edgar Hoover and everyone else who has dared to do something to hurt the commies and their numbskull stooges.

More power to him.

Racing's Most Coveted Award Again Won with **CHAMPION**

Spark Plugs!



Chuck Stevenson, 1952
AAA National Racing
Champion and winner of the
stock car division of the
Mexican Road Race.



The AAA medal awarded
for the best record in 15
big car races totalling
2400 miles.



"When you're up against the best drivers and cars in the nation you want spark plugs that stay with you," says Stevenson. "For my money there isn't a spark plug in the world to compare to Champions and I give them full credit for helping make 1952 my big year. Practically every top race driver I know, here or abroad, will tell you Champions are the best!"

The spark plug chosen by Chuck

Stevenson—and by nine of the first ten AAA drivers—must be the best—and that means Champion! This preference by those whose lives and livelihood depend on engine performance means that when you pick Champion Spark Plugs you are buying finer performance, economy and dependability. Whatever make or model car you drive—it will run better with Champions!

CHAMPION SPARK PLUG COMPANY, TOLEDO 1, OHIO

CHAMPION

SPARK PLUGS

*Better by Far for **EVERY CAR** Regardless of Make or Year*



YOUR LIFE MAY DEPEND ON USING THE RIGHT BRAKE FLUID

Just keeping enough fluid in the brake system is NOT the answer if you want good brakes . . . and SAFETY!

There are many brake fluids which can be dangerous . . . some, freezing point too high or boiling point too low . . . no water absorption . . . no rust protection . . . no lubricating qualities . . . ingredients which cause distortion of rubber parts and formation of sticky gums . . . and . . . some that won't properly mix with fluid presently in brake system.

Don't Take Chances

INSIST ON—

BOWES



BRAKE FLUID

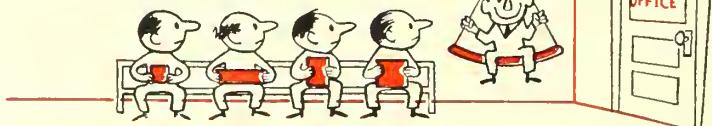
CERTIFIED TO MEET OR EXCEED
SAE SPECIFICATIONS

**IF YOU WANT TO STOP
IN TIME . . . SEE YOUR
BOWES DEALER
FOR SAFE
BRAKE FLUID!**

BOWES "SEAL FAST" CORPORATION
INDIANAPOLIS 7, INDIANA

8 • The American Legion Magazine • March, 1953

PRODUCTS PARADE



A sampling of items which are in process of development or are coming on the market. Mention of products in no way constitutes an endorsement of them, since in most cases they are described as represented by manufacturers.

SPORTS DEPT.

This item may belong back on page 22 in Fred Othman's article *Genius at Play*, but another invention has been made to improve a golfer's stance. This one consists of a pair of tapered steel plates into which you slide your shoes. The inflexible plates keep your feet from moving and discourages shifting your eyes or head. The inventor, Lynn H. Clark, says that his Golfers Foundations have cut his score from 92 to par and under, and have added 25 yards to his drives. Available from Clark Mfg. Co., Rockford, Mich., at \$3.25 a pair.



CANNED EVERYTHING

Every day, it seems, science succeeds in putting something new and exciting in cans. One of the latest is a lathery shoe polish. Called Shoe Foam, it is applied by turning the can upside down and pushing the little valve down. A mound of foam appears and all you have to do is spread it. Available from Shoe Foam, Inc., 2737 Washington Ave., St. Louis 3, Mo., in neutral, black, brown and blue, for a dollar.

Another intriguing new idea in canned goods is a product called Endust. Packed in an aerosol bomb, Endust is sprayed on dust mops or cloths and they pick up dust "like a magnet," as the manufacturer puts it. The price is \$1.79, and the manufacturer is The Endust Corporation, 418 Sixth St., N. W., Washington 1, D. C.

HOW'S YOUR BATTERY?

Want another instrument for your dashboard? A new one which seems to be useful tells you at a glance the condition of your storage battery, the state of charge, and the over-all condition of the charging system. Called the Hickok Chargicator, it is easily mounted on the dash, and connected to the battery terminals. Priced at \$14.95, it is available in two models, for 12-volt and 6-volt batteries, from Imperial Motor Products, Ltd., 570 Fifth Ave., New York City 36.

FOR FOOD FREEZERS

As everyone knows, there is more to using a home freezer than just throwing food in and taking it out. Now, to make the use of a home freezer less complicated, the National Frozen Food Locker Institute of Elizabethtown, Pa., has developed an ingenious slide-rule guide which tells you how to prepare almost any kind of fruit or vegetable for quick freezing. You simply pull the Slide Guide's tab until an arrow points to the food you want to prepare, and the instructions appear automatically. The price is 75¢.

MARKSMANSHIP DEPT.

The Crosman Arms Co., Rochester, N. Y., whose name is synonymous with pneumatic guns, has announced a new pistol which incorporates several new features. It has a revolutionary new valve, operated by air pressure, that "dumps" the compressed air. No matter how much pumping you do, no air lock can develop, and all the pressure is used on each shot. It can be cocked with your little finger. It is hammerless, the new valve eliminating the spring operated hammer found in other air guns. Yet, with all these features, the new Crosman Model 130 sells for only \$9.95.



FILE CABINETS PLUS LOOKS

It is hard to understand why this hasn't been done before, but the H. L. Hubbell Manufacturing Co., of Zeeland, Mich., has come up with something that will appeal to many householders—a line of file cabinets so smartly styled that they can fit unobtrusively into any living room. Called Hubbell File Chests, they have two standard size file drawers, but they are finished in attractive woods and available in Early American, 18th Century, Modern and French Provincial. Because of their size and styling they can double as end tables, lamp tables or night stands, with a price range from \$35.95 to \$47.95.

When writing to manufacturers concerning items described here kindly mention that you read about them in The American Legion Magazine

Other times, other tastes...



What made Milwaukee change its mind?

No doubt about it... modern times and modern taste have changed Milwaukee's mind about beer.

Now, year after year, Blatz is the largest-selling beer in Milwaukee... where nearly three-quarters of the country's wonderful premium beers are brewed!

So lift a glass of Blatz tonight. When you do, you'll join the growing millions of Americans who sing:

*"I'm from Milwaukee and I ought to know,
it's Blatz, Blatz, Blatz, wherever you go."*



Today it's Blatz!



Milwaukee's finest beer!

Sportsmen Rally to the "Action Test" Ride

PERFORMANCE MAKES

KIEKHAEFER
MERCURY

AMERICA'S MOST WANTED OUTBOARD
FOR '53



NEW Fishin' Five Has Everything! MERCURY MARK 5

—with sensational new PUSH-BUTTON Neutral Clutch
5 HP Alternate Twin . . . 360 degree steering
Full weedless operation . . . Superior idling for
smoother, slower trolling . . . Full Jeweled Power*

NEW All-Purpose Ten MERCURY MARK 15

—with Reverse Gear and Neutral
10 HP Alternate Twin . . . New Continental Styling
Superior idling for smoother, slower trolling
Equipped with 6 gal. remote fuel tank
Full Jeweled Power*

*Ball and roller bearings throughout

Take an "action test" ride with any of the five magnificent Mercurys for 1953! *Feel* the surging, singing power as you crack the throttle. *Listen* to the soft-throated murmur of Mercury's sweet-running powerhead as you sample its new superior idling speeds. *Thrill* to the quick-responding performance *only* a Mercury can deliver!

Then *choose* the outboard that's "most wanted" in America, according to independent surveys. *Move up* to a Mercury—"safety engineered" by experts who make new outboard history with every new model they introduce!

See the new Mercury models at your dealer's . . . and ask him for an "action test" ride. He's listed in the yellow section of your phone book. Write for FREE catalog, "Tomorrow's Outboard—Today."



Kiekhaefer Corporation, Fond du Lac, Wisconsin

Features of Mercury motors are protected by issued or pending patents.

SHADOWY BILL

The assignment was one
of the strangest in the
annals of sleuthing.

BY A. M. REEVE

BILL PALEY, tall, black-haired and deeply tanned by the torrid South American sun, picked up his detective story magazine and stepped off the plane, into the cool, sea-tanged dawn at the San Francisco airport. He collected his luggage and settled down in the limousine for the ride to his hotel, thinking of the story he had just read. There was a morning paper, open at the want ad section, lying on the seat beside him and he picked it up and looked at it idly.

The word "shadow" jumped out at him. And he mused about the fact that most people wanted to be something else. Here was he, a successful mining engineer, with a sneaking longing to be a private investigator; there was Teasdel, the oil man who wanted to be a writer; Chuck Moore, the attorney, who'd always wanted to be a cabinet maker, and he could name dozens more.

But why brood about such things when he was going to phone Susan as soon as he got to

"EVER SINCE THIS MORNING I'VE HAD
THE FEELING OF BEING FOLLOWED."

the hotel? While he thought about her brown eyes, honey-colored hair and tip-tilted nose, his eyes read the want ad, which said:

... Agcy, 238 Main St. Hackensack, NJ.		to \$4500.
... visit us 9-5, or Sat AM, or send resume.		
Help Wanted - Male		
... covd.		
3721	MAN TO SHADOW	Exceli plant ence large ing sal
	Friday, Saturday and Sunday eve nings Phone: Bayview 3-5940.	
	LAWRENCE Agency 140 W 47th Rm 304	
	ACT, for service	

Man to shadow, eh? This was Friday. He wondered if the guy was having a hard time finding someone to do his dirty work for him?

The want ad intrigued him, and as the limousine drew up to the hotel, he tore it out of the paper. Then he went into the lobby, signed the register and went up to his room to phone Susan. He looked at his watch and it seemed a little too early to call, and suddenly, unable to



Mortimer yanked the door open so suddenly that Bill almost fell into the living room.

continued **SHADOWY BILL**

resist the temptation, he called the "Man to Shadow" number. Just for the heck of it.

He pulled his hat brim down, and when a man answered, he was surprised to find that his own voice had become huskily confidential. He said he was answering the Shadow ad.

"You with an agency?" the man asked.

"Well—" said Bill.

"—because if you are, I don't want you. Those robbers charge too much."

"Oh, no," Bill said. "I work alone. Just a few private clients. Joe Peake's the name."

The man asked him a few more questions, and then said, "Well, come over and talk to me, Peake, and we'll see if we can make a deal." He gave his office address and Bill, with his

curiosity prodding him now, said he'd take a cab and be right over.

A few minutes later he stood outside the sixteenth floor office of Grant Mortimer, an oil company executive, and before he went in he turned his coat collar up slightly and pulled his hat brim down.

Somehow, that name Grant Mortimer seemed to ring a bell. He kept thinking he'd heard it before, but he couldn't remember where. "Peake's the name," he told the receptionist out of the corner of his mouth. She showed him into Mortimer's plush office at once.

Mortimer, a man in his early thirties, was handsome in a well-fed, opulent sort of way. He got to the point at once.

"It's this way," he said. "I'm going to

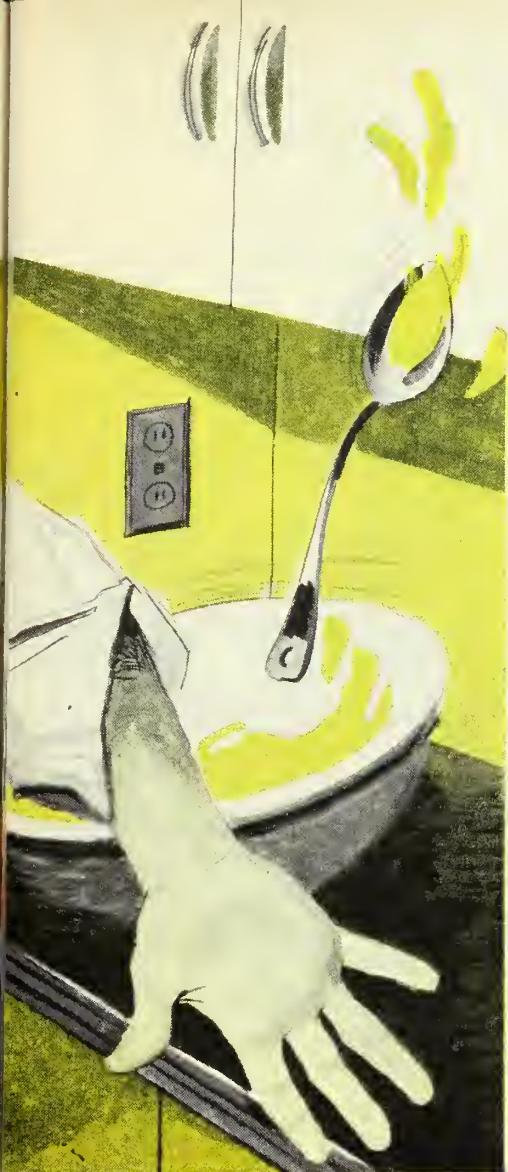
be tied up for the next three days and nights, herding visiting firemen here for an oil conference. It couldn't have come at a worse time, because I've got a girl who's on the verge of saying she'll marry me. But some fellow she used to be crazy about is in town, and he'll have a free rein for three days and nights."

"You think she's two-timing you?"

"That's what I'm going to find out. I want them shadowed for the next three nights."

Bill felt like laughing. "Well, that ought to be easy," he said. He'd started out in fun, with no intention of actually taking the job, but suddenly the chance to be a private eye for three nights was too much for him and he knew he was going to accept.

"You had any experience with this



name had seemed so familiar. For the past six months he had read it off and on in Susan's letters. "Went to the theatre with Grant Mortimer," she'd written. "Grant Mortimer took me to the Yacht Club dance last night," and so on.

Final arrangements were made, and Bill went back to his hotel and phoned Susan and made a date with her for that night, and for Saturday and Sunday too.

BILL HAD always known Susan was a beauty, but when he called for her that night, she was even lovelier than he had remembered her.

"Susan," he said, "to think I could have gone off to South America and left you for eight whole months. But now that I'm back, I'm going to see that no one else gets you."

"A lot of water can flow under a bridge in eight months," she said, laughing up at him.

They took a cab and Bill kept turning and looking out the window. When they got out he took another quick look behind. The streets were filled with purple twilight, and he took her arm and guided her quickly across the pavement and into a dark doorway. He knew she was looking at him a little queerly, and he felt her questioning silence as he hurried her into a restaurant.

They ordered dinner, and Bill took a little black notebook out of his pocket and put down a few notes for Mortimer, including their menu.

When they'd finished their soup, Susan leaned toward him and said, "Bill, you look wonderful, so tanned and healthy, but—is there something wrong? Something troubling you? You seem so nervous."

He looked over his shoulder apprehensively. "I guess it's silly," he said, "but ever since this morning, I've had the queerest feeling that I'm being followed."

Susan laughed suddenly, and it seemed to Bill as if the sun and moon and all the stars had come out at once.

"Bill," she said, still laughing, "you read too many detective stories. What would anyone be following *you* for. Just to get a look at your big brown eyes?"

"Well, I don't know of any enemies," he said, "but—"

The music started then and they got up to dance, and for a few minutes, with Susan like fragrant thistledown in his arms, he forgot he was being paid to do a job of shadowing.

Later, though, when they were ready to leave, he took the little black notebook out of his pocket and put a few notes in it. Then, outside the restaurant, he looked up and down the street, and

sort of thing?" he wanted to know.

"Oh, sure," Bill said, crossing his fingers. He named a few cases, taken from his favorite detective story magazine.

"Okay, it's a deal. I'll give you ten dollars a night, and you phone a report in to me every morning. That way, I'll have some idea of what she's doing. Now, here, I'll write this down for you—the name of the fellow is William Paley, a mining engineer, just back from South America. The girl is Susan Lane."

Bill thought he was hearing things. And then suddenly he felt great gusts of laughter welling up inside him. It seemed the funniest thing in the world that he was being asked to shadow himself for ten dollars a night. And now, all at once, he knew why Mortimer's

quickly hailed a cab that came along.

At the door of Susan's apartment, they stood talking for a minute, and then suddenly, Bill couldn't resist leaning down and kissing her. He felt her stiffen a little, but she didn't draw away at once, and all in all, it was a very satisfactory kiss.

And then she'd slipped into her apartment and shut the door before Bill knew what was happening.

He went out into the sea-tangled night, whistling, "Me and My Shadow," and standing under a street light, took out his notebook and jotted down a memo, ending with: "—and this character Paley kissed the girl Susan Lane at her apartment door. She seemed to enjoy it."

And then Joe Peake, private eye de luxe, knocked off work for the night.

THE NEXT MORNING, Bill rose, feeling sharp as a cracker. He sang under the stinging shower, and later, after a hearty



breakfast, he made a telephone call.

"Mortimer? Joe Peake. You want me to read you my report for last night now?"

"Sure, sure," Mortimer said.

The husky, confidential tones of Joe Peake read the voluminous notes.

Mortimer snorted with disgust several times, and when Joe came to the last line about the kiss, Mortimer said, "The dirty heel!"

"She didn't struggle, boss," Joe said. "She seemed to enjoy it ve-rrry much!"

Mortimer groaned. "Okay, Joe," he said. "Stick close to them tonight, and if it's necessary to take a poke at Paley in order to protect my property, I'll give you an extra ten spot."

"Leave everything to me," Joe said.

That night Susan wore Bill's orchids in her hair. It was cocktails at the Top of the Mark, dinner at the Cliff House, with the crash of waves on the Seal Rocks outside the wide windows, then on for dancing later. And all evening, Bill peered apprehensively over his

(Continued on page 60)



A few of the doomed Russian Jews that Stalin refused to move out of the path of Hitler's killers.



STALIN, ANTI

If you believe that the Kremlin has only recently turned against the Jews, this account will probably surprise you.

By JULIEN STEINBERG

ONE OF THE GREAT, and almost unknown, communist scandals of World War II concerns the circumstances surrounding the slaughter of several million Soviet Jews. The world knows that Hitler killed those Jews in nazi-occupied Soviet territory. What the world does not know is what Jewish and other scholars have painstakingly established: *that Stalin, despite his wartime propaganda claims, did almost nothing to prevent this certain massacre from occurring.*

In 1941, just before Hitler invaded Russia, there were five million Jews in Soviet territory. Three million were citizens

of long residence, and the other two million were part of the multi-million population prize that Stalin gained in 1939-40 when, as Hitler's partner, he began building his empire. Thus the Soviet dictatorship suddenly controlled the largest number of Jews in the world.

In June 1941, the nazis began their invasion. In the territories immediately threatened were the great majority of Soviet Jews. Given the maniacal anti-Semitic obsessions of Hitler, those Jews were clearly doomed to mass extermination. The world contemplated their fate with a shudder. Then, in one of the most brilliant propaganda strokes of the



Stalin and Ribbentrop, Hitler's emissary, grin after signing the Nazi-Soviet pact. The combine murdered millions of Jews.

-SEMIT

war, the Soviets lifted the cloud. Salesmen of the Russian dictatorship announced that Stalin had no intention of letting the Nazis murder those millions of Jews; the Soviet state, they proclaimed, was too civilized for that. Stalin had a plan. Under way was an unprecedented mass evacuation of Soviet Jews, a truly humanitarian achievement. Hitler's armies would find few Jews to kill when they overran Soviet territory.

These announcements were greeted with an international burst of applause. Considerable sums of money, from Christian and Jew alike, were raised for the West's great Soviet "ally." Pronounced David Zaslavsky, a Soviet spokesman: "The Red Army saved the Jewish people at the most critical hour in its history." Mission accomplished! Stalin had saved the Jews from Hitler!

Although a decade has passed since the period in question, the great myth persists. The grotesque truth, however, is that Stalin never intended to effect a mass evacuation. The lauded evacuation of the "millions of Jews Stalin saved" never took place. Those several million Jews, very many

of whom could have been saved had Stalin made the slightest effort, are dead.

"The story of the Soviet Government's rescue of the Jews," writes Dr. Solomon M. Schwarz in his monumental *Jews in the Soviet Union* (Syracuse University Press, 1951), "was concocted for foreign consumption." Evacuation of the Jews, finds Dr. Schwarz, took place in only a "few instances," in cases where skill-hungry Soviet Russia needed Jews with special training and abilities. "The great majority of the Jewish population of the German-occupied areas were neither encouraged nor given an opportunity by the Soviet authorities to flee — most of them perished."

Writing in the *New Palestine* in 1946, noted scholar Jacob Lestchinsky summarizes the tragic facts:

It now transpires that there was no evacuation by the Soviet authorities of Jews as Jews in order to save them from extermination. . . . Most of the Jews of the Soviet Ukraine and Soviet White Russia and especially of the former Polish districts, former Rumanian districts, Lithuania and Latvia, remained on the spot and were subsequently murdered there. . . . Hardly one percent of the Jewish people (in the occupied areas) was saved. . . . Nor was the guilt of the local citizens merely passivity.

The amazing discrepancy that this episode reveals between Soviet claims and Soviet reality symbolizes starkly the almost equally-unknown story of how Jews have really fared under communist rule. The real story contrasts with the official Soviet version as night does with day.

Before detailing the essential aspects of this hidden history, one which mounts to an open communist war against the Jews, it is necessary to explain how the myth of Jewish "joyous living" under communism got started.

Giving birth to the lie were communist propagandists and professional anti-Semites, both serving their own purposes. The communists contrasted their "civilized" treatment of the Jews with that of tsarism, and pointed to the Jews as a symbol of the new life possible under communism. Later when Hitlerism rose, repelling the world with its bestial qualities, the myth of Jews living happily under Stalin became even more valuable propaganda. On the other hand, anti-Semites peddling their "Jews are communists" line enthusiastically backed up the Soviet claims. Thus one form of despotism fed the other. Throughout the Western world it became fashionable to say that communism had "solved the Jewish problem."

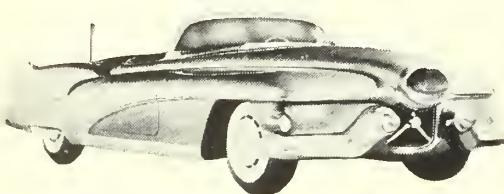
What should properly have been said was that the communists had not imitated the Jew-hatred which served tsarism as so useful a divide-and-conquer method, that they had not reintroduced tsarist racial restrictions, that they had even, at times, educated against anti-Semitism. In sum, this record meant the communist regime was not anti-Semitic.

But by constant reiteration of this one aspect — largely a negative one, the absence of official anti-Semitism — an utterly unreal picture of the actual living conditions of the Jew in the communist state was skillfully built up in the Western world. What most people could not be expected to deduce from the usual shiny presentations was this: *that Jews have suffered more under communism in Russia than they have in any country, with the exception of those under Nazi rule.*

This will become unmistakably clear as we review some major aspects of the brutal Soviet onslaught against Russia's Jews which has transpired in the past three decades.

Under tsarism, Russian Jews were barred from owning land. Most Russian Jews earned their livelihood in small business and trade. Thus they became included among the very first victims of communist rule, for small traders and artisans were declared social lepers, their occupations crimes, and upon these guiltless people was visited ruthless repression. In the case of the Jews the result was catastrophic.

(Continued on page 39)



General Motors' Le Sabre

TOMORROW'S CARS

Even the engineers aren't sure what they'll be like. They try to guess what you would like—and hope they won't be wrong.

By RAY W. SHERMAN

WHAT WILL "tomorrow's car" be like? And will you like it?

Will it be bigger, heavier, quicker, slicker, with more gadgets, push-buttons and chrome? Maybe TV and a deep freeze? Or, do buyers of family transportation have other ideas?

Do they feel that size, weight and gadgetry have got out of hand? Is there a growing demand for simple, reliable, comfortable and safe transportation at lower cost, a car that eats less gas and can be parked in less than half a city block?

You'd like to know what the car of the near future, particularly in the lower price range, will be like? So would a couple of dozen manufacturers, scores of top engineers, and thousands of dealers, whose success lies in having a car you'll like and buy.

It costs a fortune to get set to make "what the public wants." A wrong guess can be pathetic. So there is concern over something which seems to be stirring down at the "grass roots" of automobiledom. Just what it portends no one is sure.

You can toss out all those futuristic drawings of cars which look like dinosaurs and anteaters. "Tomorrow's car" isn't likely to look any more that way than do today's automobiles. It is other possible trends which interest the engineer.

He is quite aware of the criticism that cars have become too big; that his efforts to create comfort have made cars "soft" and "squashy" and reduced the confident feel of driving; that the "horsepower race" between manufacturers has not resulted in economy; that automatic gearshifting has made some cars less zippy and less economical of fuel; that his attempts to win customers by styling have aroused both resentment and amusement at chrome and gadgets; and that thousands of private garages, built before cars "swelled up," are tight fits for some of today's automobiles. He may have heard from the

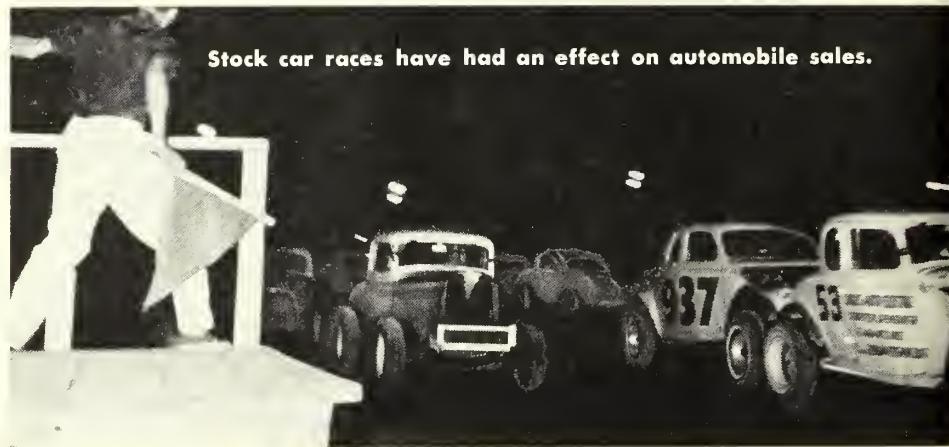
"grass roots" a question: "Why build so many six-passenger cars when there are so few six-passenger families?"

The engineer is also keeping an eye on "stock car races" and "economy runs." Ditto for "sports cars" and "hot rods."

These all might be taken as an indi-

Ford roadster in 1925 sold for \$260. The sedan was \$580.

Through the heyday of the Model T there grew a demand for "things to add to the Ford." Others built them. Not Ford. He kept his price down, even refusing to put on a starter. Norval Hawkins, famed sales manager of those



cation that the public definitely wants a different type of car, smaller, cheaper, and adequately but not over-powered.

"Swell!" says the engineer. "But—if we build it—will they buy it?" And there you have the industry's \$64 question.

Reviewing history, one engineer said: "I suppose we might go back and build something as simple as the Model T. But—would they buy it?" The Model T was the car on which Henry Ford rode to fame and fortune. The unmotorized public of forty years ago wanted something which would run and was cheap.

The Model T had four wheels, a frame, an engine, a radiator, one spring at each end of the car, a steering wheel, a body designed for five but which often carried seven or eight. Under Ford's revolutionary production methods prices fell and sales zoomed. The

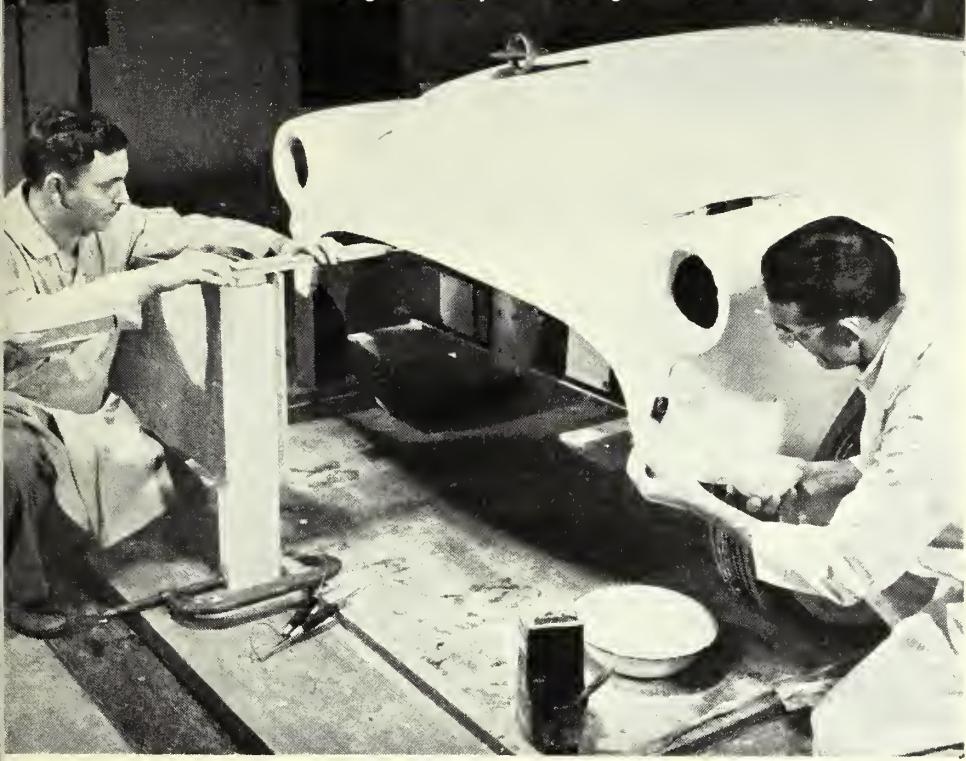
days, said: "I told Mr. Ford the only starter I wanted on the car was another cut in price." From its start in 1909 to its end in 1927 over 15,000,000 Model T's were sold.

Today's engineers know all this. They also know of the T's sad end. In the twenties the public began to turn away from it, despite its price. Elsewhere in the industry were style and gadgets. Ford had to quit the T and start over again.

For a while he built the Model A, many of which are still running, stirring nostalgia in thousands, who declare we should go back and build something like the Model A. "But," asks the engineer, "how many A enthusiasts would really buy it?"

Questions! Questions! Perhaps the engineer is not to be blamed if he is a bit resentful toward those who criticize his handiwork, for there were reasons behind everything he did, even if

Designers in Buick's design studio put finishing touches on a mock-up.



CARS SUCH AS THESE INFLUENCE TOMORROW'S DESIGNS



Customized cars such as this sleek one-time Ford show original thinking.



Imported sports cars like this MG seem to be growing in popularity.



America and England combined to produce this snappy Nash-Healey.



The German Volkswagen, a rear-engine car, looks "continental."



The new Studebaker, long and low, reflects the European influence.



Ford is making this small Zephyr Six abroad and selling many here.

his cars did "swell up." He has made an honest effort to give service to the public.

A famed engineer once said the automobile was the most uncomfortable thing extant in which to ride a long distance. Ever since then engineers have been trying to make the car owner more comfortable; they wonder if he

now wants to be less so. Nobody knows.

To provide roominess the gearshift was moved from the floor to the steering column. But still more room seemed desirable, so the body was swelled outward and runningboards disappeared.

Here enters a little-known factor. Tires used to be four inches in diameter. To increase comfort the engineer

put on tires of six, seven and eight inches. Fenders had to move out to cover the tires. So, softer tires played a part in the "swell up."

Now, asks the engineer, does the car owner want to go back to less-soft tires?

Making the car more comfortable may have taken some of the "firm feel" out of driving. Which would the car owner rather have? If the owner felt that his car was not comfortable would he ever buy another of that make? That greatly concerns the engineer.

Chrome and streamlining have been widely criticized. Like it or not, it evidently won customers, even though streamlining on the usual car is about as purposeless as streamlining an egg cup. A considerable number of cars could be scraped off fore and aft with no loss to the owner.

However, here enters another of those imponderables. The engineer says: "If people didn't like them that way why did they buy so many?"

If we wanted to get into an argument with him we might answer: "There wasn't anything else to buy, was there?"

But he has a point, for tooling-up to build a car the public did *not* want

could be ruinous. Hence all the caution.

Competition will always be a factor. It is responsible for much of what has happened to our cars. One maker put a little more power into his car and next thing the industry knew it was in a "horsepower race."

One car tested up to 115 miles an
(Continued on page 43)

You have to be a

Whatever you do, you have to sell.

WHATEVER your occupation, you are a salesman. You may not go from door to door taking orders for brushes, magazine subscriptions or vacuum cleaners. You may not make your living in an automobile salesroom or on a used car lot. You may not work behind a store counter. Still, in some way, you are a salesman.

You have to sell yourself when you go after a job. Once you get a job you have to keep selling the boss on the idea that you're a pretty valuable person, to get that raise or to keep him from getting the idea that he can get along without you. If you're working for yourself you probably have to deal with others somewhere along the line, and that means persuasion, which is another word for salesmanship. And even if you don't have to work you still have to sell, to put across your ideas to your wife, family or friends.

For that reason, what I am going to set down here applies to everyone. I might add that it applies particularly to Legionnaires who are interested enough in their organization to go out after new members. If the close-to-three-million readers of this magazine will just try out these simple selling principles on that many non-members, our organization will double its strength in very short order.

You may say, "I'm no salesman; I couldn't sell ice water to a man dying of thirst." The answer to that is that salesmen are made, not born. And anybody willing to work at it can learn to sell or improve the selling he or she is already doing.

I work in what is frequently believed to be the toughest field of all — door-to-door selling. I'm a Fuller Brush man. You could say of me, "He learned the hard way." Well, the fact is that I have learned something about selling — from the company, from my own experience, and from my father, who had been a Fuller Brush man before he became a magistrate in our home town of Dover, N. J.

The first lesson I learned in selling was that the salesman has a strong ally in the law of averages. Indeed, the law of averages is the salesman's best friend, especially the salesman who rings doorbells. This can be proved, not only from my own experience but from company statistics. If a man will ring

enough doorbells he will get enough orders to make a good living. I make about 50 calls a day and I make them short. What do I call a good living? In my field a good dealer nets better than \$100 a week, an excellent dealer better than \$150, a superior dealer better than \$200 a week. I use the term "dealer" because that's what a Fuller Brush man is. He is in business for himself. He has an exclusive territory, gets orders, buys wholesale from the company and sells retail to his own customers.

However, one can't just ring doorbells and expect to make a good income. My father put it this way when I was starting: "Be a good executive of

your own time. Put in the time that's needed and put it in well."

That is one of those obvious facts that many salesmen overlook, sometimes with disastrous results. They not only forget that they themselves don't have all the time in the world; more important, they overlook the fact that the prospect has something else to do besides listen to a lengthy sales talk.

The salesman who isn't aware of this just isn't a good salesman. He hasn't mastered the basic principle which is often referred to as "you selling." Hundreds of books have been written on this, but what it boils down to is that the salesman has to put himself in the



If a man will ring enough doorbells he will get enough orders to make a good living.

SALESMAN

By RAY GROSSMAN

Here's how to make good at it.



Look at it from the prospect's viewpoint. If the product doesn't represent a good investment for her it means "no sale."



No matter what you are selling, know your product. Many salesmen fail to grasp this elementary sales principle.



The art of salesmanship, if mastered, can help you in your dealings with your friends and even your family.

prospect's shoes in order to succeed.

You may have the best line of products in the world, and you might be able to convince a prospect that your products are tops. However, if at the same time you can't show him how those products represent a good investment for him, the chances are you'll ring up a "no sale." For that reason, it's a mistake to present your merchandise in terms of what you think of it. The prospect may listen politely as your time runs out, but the chances are he isn't much interested. But show him how that product is going to save him time, money or effort, or make his home more attractive or his car run better, and you're appealing to his self-interest.

As an example of what I mean, let's assume that two salesmen start out to

sell a "booster" for television sets, a gadget that builds up the incoming signal to give a better picture.

One salesman will tell his prospects: "I believe this is the finest device ever made. It represents the finest engineering by the best brains in the electronic industry. It comes in an attractive and compact case, and at a price of only \$39; I don't think there's a better buy on the market."

The other salesman has a different approach. "Mr. Smith, your neighbor Mr. Jones tells me you are not getting good television reception here. What I have here will solve your problem. It's a device to increase signal strength, and if you'll give me a few moments to attach it to your set you can see for yourself how it will give you the kind of television reception you hoped for when you invested in your set."

I leave it to you to decide which salesman is more likely to make a sale.

You may ask, how do you find out about a prospect's needs and desires, so you can plan your sales talk accordingly. One way is, as I have indicated, finding out something about the person before you meet him, and this is something that can be done without objectionable snooping. Let's say you are trying to get a job. Before meeting your prospective employer, it should be a simple matter to find out what kind

of fellow he is. A few simple questions can mean the difference between getting the job and losing your chance at it.

As an example of this, I know of a salesman who landed a large order because he was smart enough to use one word. The head of a company whose business he was soliciting had been a brigadier general in the National Guard, and the salesman noticed that in any local newspaper reference the man was always referred to as "General." Taking his cue from this, the salesman on meeting him used the same term. Later he was told by an official of the company that this had made all the difference in the world. A competitive salesman, bidding for the same business, had addressed the man merely as "Mister."

However, there are some basic appeals that make "you selling" easier than you might think. Everyone is interested in money. If your product will make or save money for the prospect, you can be pretty sure he'll show an interest in it.

As a simple case in point, I know a bright young newsboy who built up a good paper route because he recognized this. He operated in a new community of single houses, all of them owned by the occupants. In his sales talk he merely pointed out that only by subscribing to his newspaper could they keep abreast of pending changes in the tax rate, assessments and other matters touching on the pocketbook.

Another matter in which most people have an interest is the welfare of their own family. Insurance companies long ago recognized this, and built selling programs on the basis that a person is willing to spend money to provide security for the family.

Let's apply this principle to selling a veteran on joining the Legion. Remember, he isn't going to be much interested in your expressions of high regard for the Legion. Let's face it, he wants to know what's in it for him. Since he's a neighbor you should know something about him. If he has benefited from the GI Bill, tell him how the organization made that law possible, and how the Legion is constantly at his service. Is he interested in sports? Talk about the sports program conducted by your Post. Does he like to work with kids? Discuss the opportunities offered in Junior Baseball, Boys' State, Boy

(Continued on page 46)



Canada is rich in iron. Drilling here is at Bell Island, Newfoundland.



The wonder metal titanium is produced at this new Sorel, Quebec, plant.

If you'd like to find a place for yourself in a country that is developing rapidly—go North.

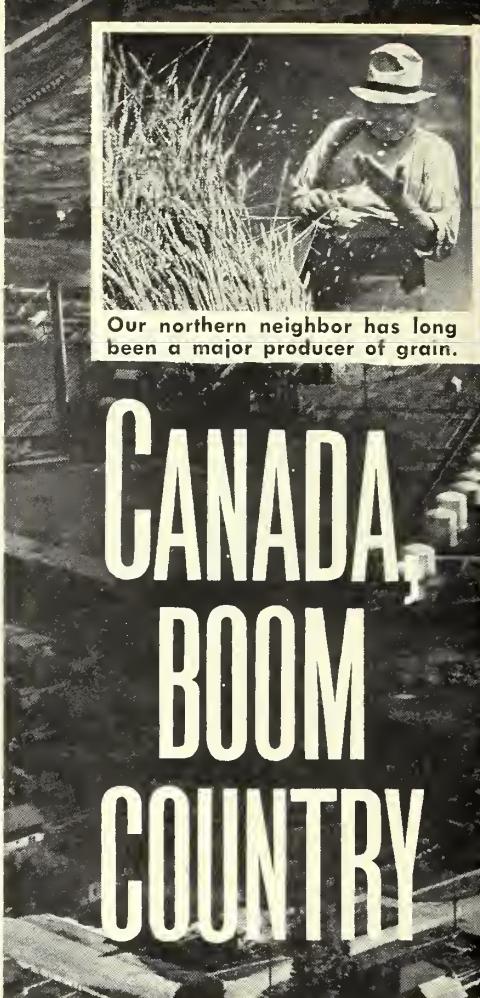
ALMOST OVERNIGHT Canada has become a great industrial empire.

Here is a country—actually the third largest in the world—which is having a real and legitimate boom. The vast natural resources, so far barely scratched, are today being tapped and developed on a scale never before contemplated. U. S. capital has been going into Canada in a big way . . . half a billion in 1951 and probably another half billion in 1952.

The discovery of oil and natural gas in the province of Alberta, the new finds of iron ore on the Quebec-Labrador border, the development of uranium and all kinds of minerals plus the great undeveloped natural resources of timber and waterpower not only attract American capital, but they have

generated a tremendous spirit of enterprise and industrial adventure. This is rapidly turning agricultural and rural Canada into a young and potentially powerful industrial giant. The bold imagination of its many new projects and the real pioneering spirit of its industrialists and engineers recalls the beginnings of our own industrial age a hundred years ago.

Yet Canada's political and economic leaders are jealously guarding their natural resources. Strict conservation laws are keeping the huge forest areas from being depleted and the mineral wealth from being recklessly exploited. New social laws and experiments as well as an intelligently-planned immigration policy are reducing mistakes and maladjustments. Canada has taken



Our northern neighbor has long been a major producer of grain.

CANADA, BOOM COUNTRY

By OLGA KALTENBORN

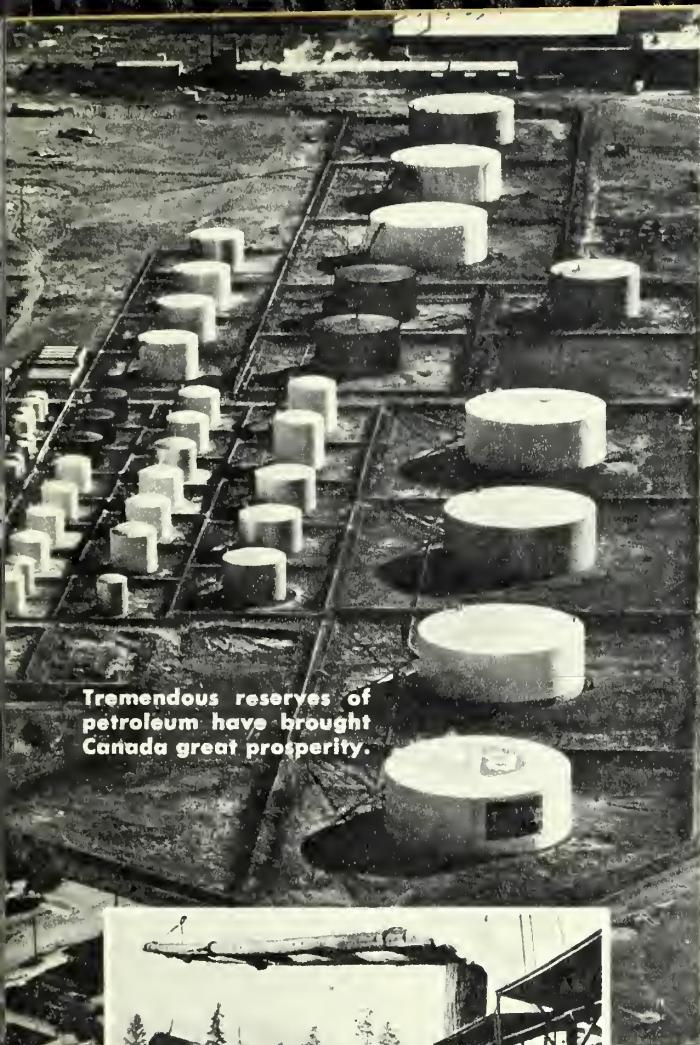


The author and husband,
H. V. Kaltenborn.

many good looks across the border and is profiting from some of our early mistakes.

All that helps explain why today the Canadian dollar is worth more than the American dollar. In the large hotels you are confronted with a little printed note on the menu which expresses polite regret that due to the rate of exchange there will be an additional charge of four cents on each American dollar.

To see for ourselves how Canada is handling its new boom my husband and



Tremendous reserves of petroleum have brought Canada great prosperity.



Mammoth forests are now supplying timber for cellulose manufacture.



Cities like Vancouver, B.C., are so modern they surprise many visitors.



This suburb of Vancouver is similar to many found in "the States."



In sharp contrast, here is a tent city for workers at Kitimat, B.C.

I decided to make a quick three weeks' flying trip across this vast country. We had to plan our trip carefully and traveled mostly by air. But to get a really thorough impression we also crossed Canada from East to West via the Canadian National Railway which covers much pioneer country. People don't realize how many hours one can travel on a comfortable Canadian railroad without seeing anything but lakes, rivers, and mountains, with only an occasional human habitation. For days we traveled through fruitful lands, miles and miles of golden wheat and corn neatly stacked up—passing innumerable herds of fat grazing cattle or along wide rivers floating down acres of logs to be used for building or to be turned into paper pulp and cellulose. Everywhere we saw new housing going up to take care of the rapidly-growing

population. The total immigration to Canada jumped from 73,912 in 1950 to 194,391 in 1951—an increase of 163 percent. Immigration for the year 1952 will go even higher. Reversing the trend of many previous years, the United States sent 7,732 permanent residents to Canada in 1951.

For many years to come Canada will have unexploited natural resources. She has just begun to develop her resources in oil and water power. Now that the Western World has had to become defense-conscious, Canadian metals, ores and oil are of the greatest importance to free world economy. Also they lie so conveniently at our northern border that American capital is glad to supply a good part of the cost of development. But it is the pioneer spirit of the Canadians themselves, their imagination and their enterprise which assure for

Canada her great future among nations.

Our first stop after leaving Ottawa was Atikokan, a small mining town, 130 miles west of Port Arthur in the province of Ontario. Outwardly it is a typical frontier town yet at the railroad station you see the long lines of ore cars which transport the iron ore from the Steep Rock Mine to Lake Superior at Port Arthur.

Like most places in Canada, Atikokan's housing is mushrooming. Since the high-grade iron ore in our own Mesabi range in Minnesota will soon be exhausted the Steep Rock development is of the greatest importance to us as well as to Canada. With typical pioneer spirit the Steep Rock developers have thought nothing of emptying out a huge lake, reversing the flow of the river that fed the lake and building the

(Continued on page 52)

GENIUS AT PLAY

You'd think inventors had a grudge against wild life.

By **FREDERICK C. OTHMAN**

AFISHERMAN, I guess, has more time to think than anybody else. There can be no other explanation for the fact that our government has issued nearly 10,000 patents on ways unique, sublime and also ridiculous, to catch fish.

These include, of course, rubber worms for squeamish fisherladies, as well as signals of varying intensities for announcement of bites to snoozing fishernien.

I mean the United States Patent Office is a wondrous place, crammed with more than 2,500,000 ideas intended to make all possible aspects of life on this wobbly old globe a little easier. For many years it has been a regular stop in my search for news for my daily newspaper column and invariably I have found myself bug-eyed at the freshly-thought-up marvels.

At the turn of the century the most popular inventions involved variations of the monkey wrench. Today (and this may be some slight commentary on the state of our civilization) one of the leading fields of creative genius concerns ladies' underwear. The engineering stresses and strains harnessed therein are more complicated than those of a suspension bridge; they're also enough to make a mere man blush. Let us get back to fish, along with hunting, base-

ball, golf, football and such indoor sports as crap games. The inventors have improved them all.

Most fishermen prefer quiet and so, you'd suppose, would the fish, but numerous specialists on fooling fish have devised noisy lures, such as that of Eugene L. Traycik of Cloquet, Minnesota.

For a lure he has built a transparent imitation fish, with two loose ball bearings inside. In their rattling around they make a clicking sound, which Inventor

buzzer. This, he says, makes "the sound produced by insects on which the fish feed, so they are attracted to the vicinity of the baited hook."

"All fish possess organs corresponding to human ears," begins Inventor Leon R. Miller of Hot Springs, Arkansas. "They do not hear as we use the word, but they are sensitive to sound waves in the water." So he puts a leaf spring inside a lure within reach of a lever attached to the line. When the latter is tightened, the lever tweaks the spring, causing a thrumming intended to delight the fish.

Alexander H. Woodle of Greenwood, South Carolina, started with a couple of ordinary spinners, but in between them he placed a tiny soundbox. This was of steel, full of air, with drum-like sides to pick up the buzz of the spinners and amplify it for the fish. Moses F. Nelson of Highland Falls, New York, patented a float in the form of a cylinder that rides vertically in the water. The top is deeply concave. When a fish grabs the line attached to the underside he draws the entire cylinder beneath the surface. The water closing in over the hole in top, according to Nelson, makes a loud and distinctive sound intended not to wake up the fish, but the man who's trying to catch them.

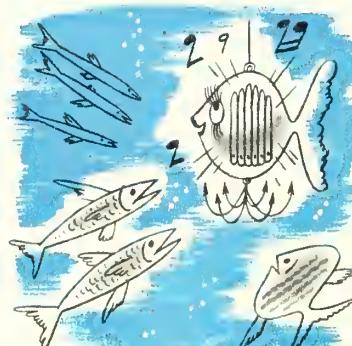
Traycik insists will attract fish. "And by shifting their centers of gravity in opposite directions, the sinuous movement of the bait through the water is accentuated," adds the holder of U. S. Patent Number 2,613,471.

Louis W. Shahan of Talladega, Alabama, devised a hollow lure which should make any poor fish's mouth water. "Water passing thereinto and therefrom causes air activity which, in its exhaust and intake, creates mainly a whistling sound, but also gurgling and thumping sounds," explains Shahan. Samuel J. Carnes of Camden, Arkansas, gets somewhat the same effect electrically.

He submerges in a watertight cylinder an ordinary flashlight wired to a



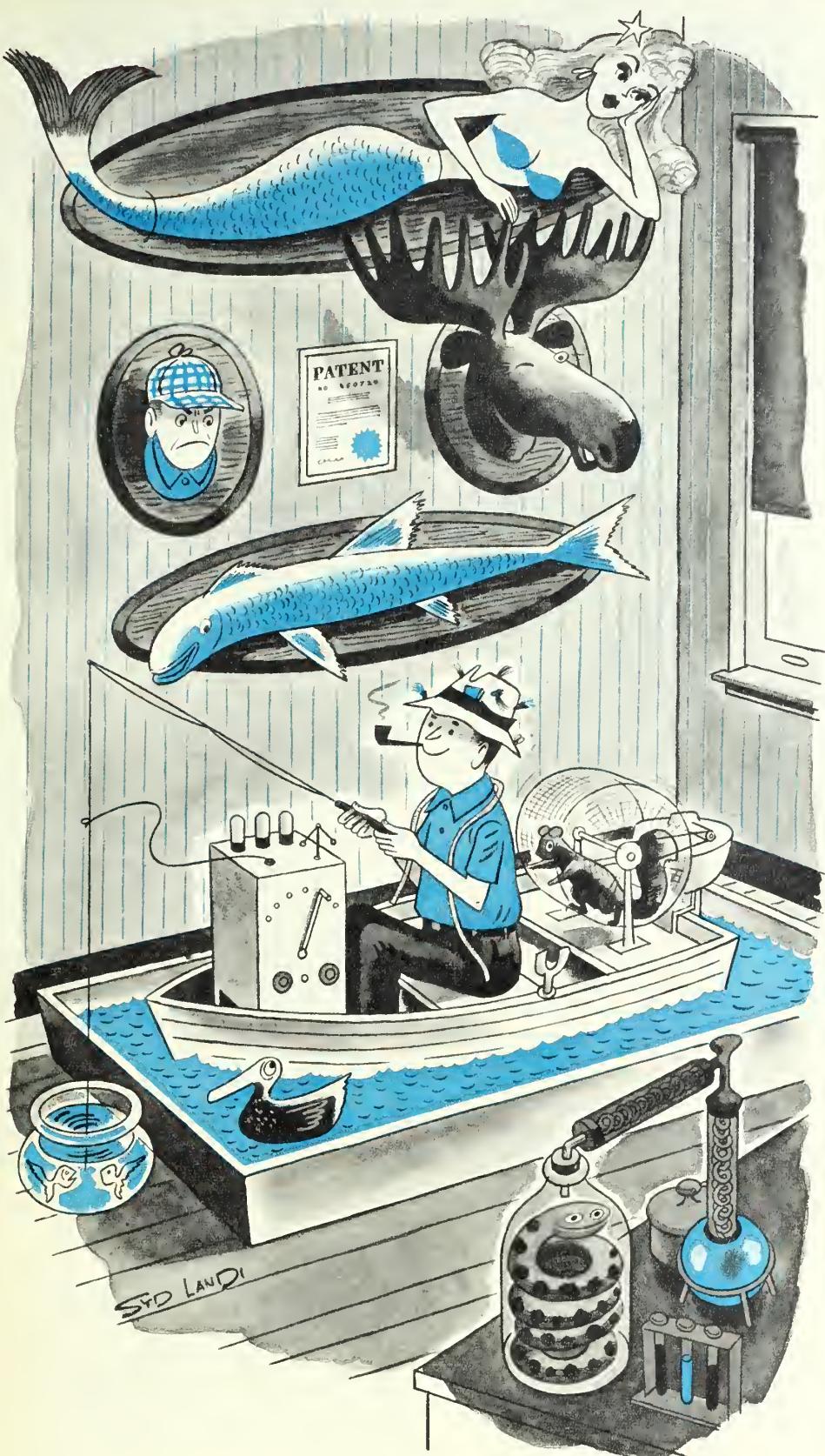
How to wake up the man catching a fish has intrigued many inventors.



All kinds of lures have been designed to play on a fish's weakness.



For those who are lost at sea, there is an illuminated life-preserver.



For girls who can't bring themselves to bait the hook, Kurt Neumann of Beverly Hills, California, devised a soft rubber grub tied at an angle to the line. Inside the grub is the hook. When the fish takes this bait he automatically exposes the hook, bringing squeals of joy and presumably a trout to the lady at the other end of the line.

These and the thousands of other aids to the angler may so excite him that he'll fall overboard. Still other inventors are waiting for him with hundreds of life-preserving devices. My favorite is that of Jacob J. Podell of New York City, whose idea is to carry your life raft with you without letting your friends know.

It consists of deflated rubber pockets sewn to a belt to be worn inside the trousers and attached to the suspender buttons. Say a big one pulls you into the drink. You detach the belt from the pants; it slips up to your neck and hangs loosely around your shoulders. Since the pockets are strung together to form short sleeves, you push your arms through them. Then you yank a cord that punctures a gas cartridge and inflates the bladders. If the water's warm and you keep your head, this should work fine.

Cold water calls for the self-heating life preserver of Samuel A. Alexander of Washington, D. C. Except for pockets inside the stomach section which exude heat when damp, it is a standard life jacket. When the jacket is doused, one pocket sizzles immediately and automatically. The others are watertight. They can be opened successively by the angler as his comfort requires. Alexander says the thing to do is keep the wet one's stomach warm; this, he adds, enables the blood to carry the heat to all parts of the body.

For those lost at sea by night is the illuminated life preserver of Gunnar A. A. Winkler of Worcester, Massachusetts. It looks like one of those circular jobs to be tossed to the man overboard, but in it Winkler has installed two small electric lamps in waterproof sheathing. Inside are dry chemicals. When the whole works is dunked, the sea water combines with the powders to make electrolyte for the cell, thus producing current to illuminate the bulbs. This, I hasten to point out, is no good for fishermen lost in the dark of the moon on mere lakes. Fresh water won't light the lamps.

Before we leave this subject of fish and fishermen both in the briny, we'd better consider patent number 2,544,128 of Arthur W. Bell, San Mateo, California. He figures that a really good fisherman always stays in the boat. This takes practice, so Bell has devised a dry-land mock-up of a fishing launch to make him proficient. The student sits

(Continued on page 48)



In view of all the golf patents, it seems as if all golfers are inventors.



This 1912 demonstration by Steiner brought orders for 40 tractors from Hungarians.



In competition the tractor proved its worth by hauling this giant Skoda-built mortar.

THE FIRST TANKS

By BYRON DeHAAN

The story behind the mechanical monsters that first lumbered into combat on the Western Front in World War I.

THE TIME is late April, 1918. The place, France — the Western Front.

Seven British Whippet tanks move slowly between the towns of Villers-Bretonneux and Cachy. It is not yet noon. The tanks, fourteen-ton brothers of the larger British Mark IV, crawl cautiously toward a ridge on the northeast side of the latter village. Their mission — to search out enemy troop reserves.

Suddenly, the machines chance upon a concentration of 1,200 German troops, massed in a hollow below. As if by instinct, the tanks form a line, nose over the ridge, and crash down the slope. They roar into the ranks of the enemy, twenty-eight machine guns spitting death. Indescribable confusion and consternation is everywhere. Then, as quickly as their coming, the armored monsters wheel about, charge up the hill, and are gone.

The battle has been a matter of minutes. The tanks, manned by twenty-one Tommies, suffer no casualties during the action itself. Four hundred Germans, mowed down by the hail of bullets or crushed by the relentless tracks, carry the Kaiser's crest no more.

Tanks had been used by the Allies between the Somme and the Ancre in September 1916, at Malmaison and Cambrai in 1917. They were yet to perform at Chateau-Thierry and Reims, at Amiens, at St. Mihiel, and in the Meuse-Argonne campaign that spelled

"checkmate" to the Germans. Many authorities believe the big "land destroyers," employed almost continuously by the Allies during the last two years of the war, were the difference between defeat and victory.

Meantime, everybody wondered. Where were the German tanks? Was it possible the master engineers had

S. D. Rockenbach, World War I chief of the U. S. Tank Corps, only fifteen German-made tanks saw action throughout the entire course of the war! None of these were placed in the field before 1918!

How did it happen that the Germans fell behind so completely? Was it because they had no previous opportunity to witness the American crawler in action? History says no.

First real Allied interest began when British Lt. Colonel (later Major General) E. D. Swinton, credited with inventing the tank, proposed construction of an armed "land destroyer" on a Holt Caterpillar track-type tractor base. This "Yankee machine" was a product of Holt Manufacturing Company (now Caterpillar Tractor Co.) of Peoria, Illinois, and Stockton, California. The time was 1914.

Yet, in 1912, *two years earlier*, in the Austro-Hungarian monarchy, enemy military leaders looked on as the same machine demonstrated its crawling and pulling powers!

The story of how the Germans beat the Allies to the punch, but then mysteriously fumbled the ball, centers about one man — Dr. Leo Steiner, Hungarian engineer and farmer.

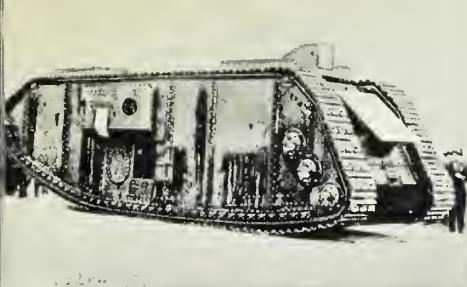
Before the turn of the century, Steiner had been searching for a machine which would pull tillage tools rapidly and efficiently, yet without endangering the productivity of his soil. His 5,000



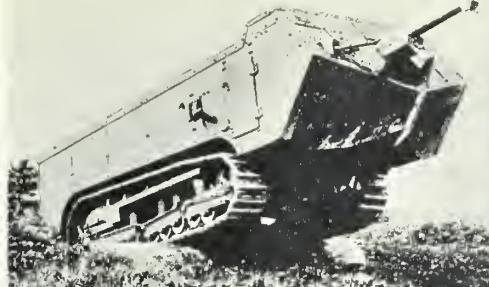
Dr. Leo Steiner, who saw more in the tractors than the Germans did.

overlooked military refinement and application of an American invention — the track-type tractor? Were these the same engineers who had parlayed two other American inventions — submarine and machine gun — into a tremendous advantage early in the war?

Evidently not. According to General



The "Tank America," an early model tank designed for service as a flame thrower.



This French heavy tank, the Saint Chamond, carried a 75 mm. cannon and machine guns.



The French Schneider was a small job but it too carried a 75 mm. cannon—at 4 mph.



Benjamin Holt, whose Caterpillar tractor made the tank possible, is saluted by Maj. Gen. Sir Ernest D. Swinton at the Holt factory in Stockton. The British general is credited as the tank's inventor.

acres of arable land—one half tough clay loam, and one half very light sand—resisted the efforts of primitive prime movers of the day—oxen, horses and men. Further, Steiner was appalled at the slowness and great expense of these medieval methods.

He first tried one of the gigantic steam engines then popular on some larger American and European farms. No luck. Its immense wheels sank so deeply into the loose sand that the steamer almost refused to move—even without a load. He fared no better in clay where the concentrated, soil-packing weight made crop raising difficult in the wide wheel ruts.

What next? Steiner considered several small European one-and-two-plow tractors which seemed to be giving

good service on smaller farms. He rejected the idea because of the large numbers required for practical application on his huge estate.

His search continued for a machine of great power, yet of such a design that it could maneuver with ease over his land without sinking in or damaging the soil.

In November of 1910, quite by chance, Steiner happened upon a copy of *Farm Implement News* in which appeared a brief description of the American-made Holt Caterpillar crawler tractor. Steiner, now thoroughly excited, gathered that "the engine rolls like a railway car on an endless self-laying track instead of on wheels."

Just a few minutes later, he cabled Holt's Stockton, California plant for

pictures and additional information. Coincidentally, Company Treasurer C. A. Bachelder was then in Italy. Having been advised of the Hungarian cable, Bachelder immediately arranged to meet Steiner in Budapest.

Steiner ordered a Holt "60" on the spot, received it several months later, and put it to work pulling a ten-bottom John Deere plow. The revolutionary track-type tractor was an instant success; its fame spread through the entire Austro-Hungarian monarchy. In his memoirs, Steiner recalls: "The farmers' interest in the machine was incredible, and from then on through the following months of the year, my farm turned into a veritable pilgrimage-place . . . many farmers declared they would pay

(Continued on page 56)



WHERE THE LEGION LIVES—1st of a series of pictures of Post homes

The 381 Legion Posts in Kansas own homes and real estate valued above 5 million dollars. Three Kansas Posts own, operate and occupy hotels, of which an outstanding example is red-bricked, gabled, verandaed Hotel Bisonte (above), home of Lysle Rishel Post 68. A center of community life in Hutchinson, Kan-

sas, the Bisonte's club facilities are the Post home, its 90 rooms produce income. The name is Spanish for "bison," but the Bisonte is Old English inside and out. It is a former Fred Harvey-Santa Fe hotel. The Post paid \$25,000, took possession July 4, 1946, burned the mortgage in 1948, has added \$90,000 improvements.

THE LEGION IN PICTURES



NEW BLOOD IN MILWAUKEE

At New Year, national membership ran 108,000 ahead of 1952. Seen above is one chunk of that gain—the recent induction of 300 new members into Alonzo Cudworth Post 23, Mil-

waukee. Cudworth Post names its classes of new members. Class shown is Earl G. Ray class, named for Post officer recently killed in auto accident. Some 289 of class attended induction.

...TO MAINTAIN LAW AND ORDER



▲ An Ohio State Police Legion Auxiliary demonstrates first aid treatment at scene of an accident. Previous military training

of Legionnaires, and organized units in communities all over the state, influenced decision to create Legion police unit.

Ohio's All-Legion State Police Auxiliary

IN MANY TOWNS, the Legion furnishes an organized deputy police force — a trained and official adjunct to the local police. And when disaster strikes — be it burning forests in Maine or a tornado in Mississippi — officialdom turns to the Legion for on-the-spot deputy forces. Outstanding Legion law and order unit is the trained, organized, voluntary, permanent Legion auxiliary to the Ohio State Police, pictured here. Organized in 1941 as a WWII emergency force, the Ohio State Highway

Patrol Auxiliary (100% Legion) worked so well it was kept at war's end.

It became a standing reserve in April, 1947, when it had handled 182 emergencies, and had put in 635,647 man-hours (15,979 hours police duty, the balance training duty).

But it was reactivated in 1948, as the cold war indicated need of a "trained disaster corps." Within 4½ months it handled 43 emergencies. Today, with many WWII Legionnaires, its ranks number above 4,700.



▲ Legion Police Auxiliaries learn all phases of highway police duty. Here a Legionnaire standing training duty checks a school bus with a regular patrolman. "On duty" dress is complete Legion uniform plus police insignia.



▲ A regular instructs Legionnaires in judo at required monthly training duty. Members absent from instruction are dropped. Those on duty are subject to all police regulations.



▲ A group in Columbus studies traffic intersection problems. Training never stops. Now, in addition to 30 "normal" police classroom subjects, the Legion-

naires attend "disaster" classes under nineteen headings. These Ohio Legionnaires make up the most highly organized police auxiliary unit in the nation.

LEGION ROD & GUN CLUB

By JACK DENTON SCOTT



IF YOU HAVE AN INTERESTING IDEA OR SUGGESTION OUR OUTDOORS EDITOR CAN USE ON THIS PAGE, HE'LL PAY OFF WITH HUNTING AND FISHING ACCESSORIES

March being the month that shuts the door on winter and opens it on spring and summer it is also the time to start thinking about vacation and that fishing trip. Don't wait until the week before you're ready to start before you dig around for places to go. For the small sum of one buck you can buy a magazine called *The Sportsmen's Guide*. A very complete guidebook, it lists the outstanding hunting and fishing resorts of America and Canada. Send one dollar to *The Sportsmen's Guide*, 200 Lumber Exchange Building, Minneapolis 6, Minnesota.

A couple of months ago we told you about the snake Rodeo in Oklahoma. Now the boys in West Virginia have come up with a new sport called Noodlin'. This is the gay little game of catching live turtles with your bare hands. We quote the system: "In West Virginia, streams west of the mountains are best. Now as your friends kibitz from the bank, hop right in and start noodling. Wade along in the water, feeling under the bank in any place deep enough to hide a turtle; muskrat dens and under tree roots are excellent places. When your hand touches a turtle's shell, you'll recognize it as a turtle immediately.

"Now, with your hand on his back, hold him against the bottom, and feel around his shell with your little finger until you feel the notches in his shell located immediately above his tail. Now you know at which end you're doing business. Just reach under his shell, grab his tail and throw him upon the bank, at which point the bag carrier takes over."

This noodlin' clears up a few things. I guess they call it noodlin' because the guys who do it are out of their noodles. And now I know what they mean by "holding the bag." They never do tell you how the poor soul who's supposed to put the aroused turtle in the bag manages. Oh, well, wonder if those noodlin' West Virginia characters have counted their fingers lately?



An organization called Motor Vehicle Research has just come up with some facts about transporting dogs in trunks and small open trailers. They claim that dogs are most easily affected by the carbon monoxide—more so than humans—with horses and

cats next in order. All these species are more sensitive to carbon monoxide than is man.

How dogs perform in field trials or in hunting may depend on how they are transported to the scene, these findings suggest. If dogs have inhaled even a small amount of carbon monoxide, their physical condition may be seriously impaired.

Motor Vehicle Research recommends that when dogs must be transported in trunks, trailers, or the rear ends of station wagons, the exhaust pipe be equipped with a rubber hose extension. The hose should be long enough to carry exhaust gas back to where the windstream will take it away from the animals. It might also be a good idea to check the exhaust pipe and muffler for leakage.

My suggestion is even simpler. Your dog is your friend and companion. Why not let him ride in the car with you? Most dogs are better riders than you are, anyway. Did you ever hear of a dog backseat driving?



Congratulations seem to be in order for Dr. C. A. Fair, who caught a record-breaking lake trout while trolling on Lake Superior off Shelter Harbor between Munising and Marquette, Michigan. The big buster weighed in at 34 pounds and 4 ounces and is said to be the biggest lake trout caught in that vicinity in 15 years. Dr. Fair caught the fish on a Pflueger Pakron rod and reel and on Ashaway wire line.

Bud Benoit reeled in a 20-pound kamloops trout from Lake Pend Oreille (Idaho's Big Hole) using braided nylon line and a Lucky Louie Pearl Pink plug. Both of these gentlemen caught their fish trolling and were kind enough to write us. Incidentally, watch your *American Legion Magazine* for a full-length piece on trolling in our April issue. It seems to be the method by which most fishermen are getting the really big fish these days.

Quite a few letters have arrived telling of a successful duck season, but complaining bitterly about the lack of a good method of cooking the ducks once they are brought home. Duck is about the tastiest of all game and it seems too bad that many of them are wasted because of the lack of cooking

know-how. Here are a couple of duck recipes you can paste in your hat and use next season; or else pull a few ducks out of the deepfreeze and try them this Sunday.



DUCK SAUERKRAUT

Wipe duck dry. Singe quickly. Rub duck with garlic butter, salt and pepper outside of duck and the cavity or inside. Then stuff with sauerkraut, and place duck breast down on rack in open roasting pan, and cook for 10 minutes in preheated oven with temperature set at 500. At the end of ten minutes, turn duck breast up, cover roaster and cook in 350 degree oven until bird is tender, basting occasionally.

DUCK A L'ORANGE — also called DUCK BIGARADE

1 duck
6 ounces white vinegar
½ teaspoonful white pepper (in grains)
6 bayleaves

Cook the bayleaves in the vinegar and pepper for 15 minutes, then strain. Roast duck in oven, take gravy of the duck (after removing fat) and add gravy to vinegar base, add one teaspoonful currant jelly, the juice of one orange, also the peel of ½ orange (sliced in julienne); 2 ounces brandy 2 ounces Cointreau. Let gravy cook slowly for 25 minutes. Place orange triangles on top of duck, put gravy (very hot) over duck and serve.

Now all you need is the duck.

The big hit of this year's Motor Boat Show in New York City in January was the pre-fabricated boat that you can put together yourself, thereby saving a substantial sum.

Ranging from eight-foot prams to 18-foot cabin cruisers these attractive Kit Boats as they are called had the crowds bug-eyed.

Prices range from \$42.00 for an 8-foot pram to \$645.00 for an 18-foot cabin cruiser. You supply the outboard motor. For further information write Roberts Industries, Branford, Connecticut, or U-Mak-It, Whittier St. and Spofford Avenue, Bronx, N. Y., or Chris-Craft Corporation, Algonac, Michigan.

If you have problems or questions connected with the outdoors: hunting, fishing, dogs, etc., don't hesitate to send them on to The Outdoor Editor, American Legion Magazine, 580 Fifth Avenue, New York 36, N. Y. We will do our best to help. Please enclose a stamped, self-addressed envelope for reply.

PRESIDENT LEADS IN THE LEGION'S WORLD-WIDE RELIGIOUS SERVICE

President Eisenhower and Vice President Richard M. Nixon led a nation-and world-wide religious service in The American Legion's Back-to-God campaign, beamed to all corners of the world from the Center Theatre, New York City, on February 1st. Both the President and Vice President made pleas to put increasing stress on the moral values of life—"our human rights"—rather than on material possessions.

The program was on the air from 1:30 to 2 p.m. EST on February 1 by television and radio over the facilities of four national networks—National, Columbia, Mutual and American—and was broadcast to the Armed Forces overseas. Translated into many foreign languages, the entire program was carried to 90 foreign countries by the Voice of America and U. S. Information Service on February 3, the tenth anniversary of the sinking of the USS *Dorchester*, on which the immortal Four Chaplains made the supreme sacrifice.

The message of President Eisenhower was delivered from the White House in Washington. That of Vice President Nixon was delivered in a personal appearance before an audience of 1,500 gathered in the Center Theatre in Radio City.

The President Speaks

President Eisenhower expressed the hope that the dedication and devotion of all Americans might justify their blessings from the Almighty. "We think often of these blessings in terms of material value," he said, "of broad acres, our great factories, all those things which make life a more convenient and finer thing in the material sense.

"But when we think about the matter very deeply, we know that the blessings we are really thankful for are a different type. They are what our forefathers called our rights: the right to worship as we please, to speak and to think and to earn and to save. Those are the rights that we must strive so mightily to merit.

"One reason that we cherish these rights so sincerely is because they are God-given. They belong to the people who have been created in His image. They belong to the lowliest among us as well as to the mightiest and the highest. That is the genius of our democracy. It is the very basis of the cause for which so many of our fellow-citizens have died."

He paid high tribute to the four chaplains who gave their life jackets to soldiers in the sinking of the Transport *Dorchester* on February 3, 1943. "As we think of their sacrifice and of our heroic fellow-citizens serving in Korea we are



President Eisenhower, standing behind a desk in the White House which bore the Presidential seal, flanked by the Presidential and The American Legion flags, delivered his message through the Legion's Back-to-God interfaith meeting at Center Theatre, New York City, on February 1. The President's part was filmed at Washington—the entire program was broadcast and televised to all parts of the world.

inspired to take up our own burdens more cheerfully. We are moved to show by greater courage, by patience and mutual understanding, by better citizenship, that we are worthy members of this great American family of free, God-fearing people."

Vice President Nixon said that "moral decay from within had destroyed more nations than armed forces from without." He emphasized that this country's great asset in its fight against communism was its spiritual heritage.

"Among the great privileges that we enjoy is the privilege of hearing President Eisenhower pray at the beginning of his inauguration," he declared. "That could not happen in half the world today."

"We also have the privilege of attending the churches of our choice. That,

too, could not happen in half the world today. The privilege of free worship, our greatest defense against enemies from without, is a privilege that must be used if it is to be maintained. Our spiritual strength is our greatest advantage over those who are trying to enslave the world."

National Commander Lewis K. Gough, Pasadena, California, appealed to Legionnaires throughout the country to support the religious campaign. "Because we feel so strongly the present need for building America's spiritual resources," he said, "we of The American Legion—your neighbors and friends—are suggesting three simple points of emphasis. We ask that you join us in encouraging in every way possible, first, regular church attendance; second, daily family prayer; and, third, reli-

gious training of children. If each of us — every American — will do only this much, we shall have laid a foundation of national strength for which those who challenge us have no answer."

The Rev. John E. Duffy, New London, Ohio, National Chaplain of The American Legion, presided at the service during which he asked the free world to join in 15 seconds of silent prayer for divine guidance for President Eisenhower and his administration, and for holy blessing in a troubled world. The invocation was delivered by Rabbi David Lefkowitz, Jr., Shreveport, Louisiana, Past National Chaplain.

The West Point Chapel Choir of 180 voices sang the national anthem and selection of sacred and patriotic songs. Morton Downey, famed tenor, sang "The American Legion Preamble," which had been set to music for the occasion by James Rule. Thomas E. Paradine, Roslyn Harbor, New York, Chairman of the Legion's National Security Commission, spoke briefly, stressing the theme of spiritual strength as our national security and defense.

The service was opened for the Center Theatre audience with brief addresses delivered by Legionnaire Vincent R. Impellitteri, Mayor of New York City, and by Mrs. Rae Ashton, Vernal, Utah, National President of The American Legion Auxiliary. Rev. Dr. Norman Vincent Peale, Pastor of the Marble Collegiate Church, New York City, and Past Chaplain of the Kings County, New York, American Legion, read the closing lines of Longfellow's "Building of the Ship."

The benediction was pronounced by the Rev. J. B. Williams, Harrisburg, Pennsylvania, who is Chaplain of the Pennsylvania State Senate.

Bruce Percy, Rochester, Department Commander of the New York Legion, presided at the opening session at the Center Theatre. William Reagan, Buffalo, member of the National Religious Emphasis Committee and Chairman of the New York Department Back-to-God Committee, assisted in the organization and direction of the program.

Ben Grauer served as commentator for the radio and television networks.

Educators Learn About Legion

Six foreign educators interested in learning about the community functions of The American Legion were guests at a dinner meeting of Nittany Post No. 245, State College, Pennsylvania. The educators, representing the Philippine Republic, India, Pakistan, and Iraq, are taking special training in industrial education at Pennsylvania State College. Commander John E. Miller presided at the meeting.

Three Chaplains in One

For doubling in brass, how is this one? A year or so ago Rev. George St. John Rathbun, pastor of St. Mark's Church, Leominster, Massachusetts, served as Chaplain of Leominster Post No. 151, (and is still serving); Worcester County Chaplain, and Massachusetts Department Chaplain.

Legion's Universal Military Training Bill Introduced in 83rd Congress by 9 Senators

The American Legion's 1953 Universal Military Training Bill was introduced in the upper house of the 83rd Congress on January 23 by Senator Leverett Saltonstall, Massachusetts, Chairman of the Senate Armed Services Committee, and eight other Senators. The co-sponsoring Senators are Styles Bridges, New Hampshire; Robert C. Hendrickson, New Jersey; James H. Duff, Pennsylvania; Richard B. Russell, Georgia; Lyndon B. Johnson, Texas; Lester C. Hunt, Wyoming; John C. Stennis, Mississippi, and George W. Malone, Nevada. All but Senator Malone are members of the Senate Committee headed by Chairman Saltonstall.

The measure is known as S. 605, and is labeled "National Security Training Corps Act." The bill is designed to implement the Universal Military Training and Service Act which was passed by the 82nd Congress as Public Law 51. That legislation merely approved UMT in principle. Through Senate Bill 605 The American Legion has now submitted a sound and workable training program.

Major Provisions

Seven points of the major provisions of the measure call for:

1. Civilian control of UMT by requiring that the operational budget of the program, prepared by the Department of Defense, must first be approved by the civilian National Security Training Commission before being submitted to the President.

2. Registration for and induction into UMT through the Selective Service System.

3. A minimum of 1,000 hours of basic training for each trainee.

4. Assignment of all UMT graduates to the reserve.

5. Limiting the concurrent operation of UMT and induction for service to five years to provide an orderly replace-

ment by UMT for the present system requiring 24 months of service.

6. Reduction in the standing Armed Forces to begin when 300,000 UMT graduates have been assigned to the reserve and to be on a ratio of one member of the regular services for each three UMT graduates assigned to the reserve.

7. Protection of the morals of UMT trainees through Federal restrictions against the sale of intoxicating beverages and against permitting them to enter houses of ill fame.

LEGION INSTITUTE WILL START 8th TERM JULY 1

The eighth term of The American Legion Institute — a six months correspondence course — will start on July 1, Director C. M. Wilson of the Membership and Post Activity Division has announced. The deadline for application for enrollment of Legionnaire students is June 15.

Application blanks and promotional pamphlets will be available for distribution early in March. Tuition fees, as in former terms, will range from \$6 for individual students down to \$2 for groups enrolled from Posts, Counties or Districts. Many Posts select students and pay the fees for them. Lesson No. 1 will be mailed out to all enrolled students on July 1 to attract upcoming 1954 officers as well as the current corps. Many of the Legion Department and national leaders are graduates of the Legion College or correspondence course.

"The popular Legion correspondence college has caught on, as is evidenced by the number of inquiries about the eighth term," Wilson said, "plus the fact that more than 25,000 students of previous colleges are sold on the idea of this form of Legion education, and have passed the word to others."

NEW LEGION RELIGIOUS EMPHASIS POSTER ISSUED



Fresh impetus to the Legion's nation-wide Back-to-God movement is given in a window poster of striking design which has been developed by Carl J. Suedhoff, Fort Wayne, Indiana, widely-known Legionnaire who has designed most of the Legion's religious art. The new window poster, in nine colors, is being produced by the Thompson Symon Company, Terre Haute, Indiana. It is 11 x 28 inches in size. Posts can order direct from the producing company at 35 cents per card in lots of 100 or more. In smaller quantities, the poster will cost 40 cents each.

RAYMOND F. GATES, CONN. LEGION LEADER IS DEAD

Raymond F. Gates, 56, Rocky Hill, Connecticut, long a prominent figure in his home Department and the national organization of the Legion, died on January 25 at the Rocky Hill State Veterans Home, of which he had served as commandant since 1940. He had just returned from Washington where he had attended the inaugural of President Eisenhower as Major Commandant of the 1st Company, Governor's Foot Guards, but did not march in the parade with his corps.

He served in WW1 as a Lieutenant, Ordnance Department, and on demobilization was commissioned a Lieutenant in the Connecticut National Guard, with which he served until 1940 when he retired with the rank of Colonel. He was appointed Major Commandant of the First Company, Governor's Foot Guards, one of the oldest military organizations in the United States in continuous service, in 1942. Long active in civil and political life in his home State, he was appointed Commandant at Fitch's Home for Soldiers, Noroton Heights, in 1935, and when that institution was transferred to Rocky Hill under a new name he retained the position.

Enrolling as a charter member of James J. Shea Post No. 19, Willimantic, his home city, on release from WW1 service he held continuous membership there. He served as National Vice Commander in 1935-36; as Alternate National Executive Committeeman, 1939-41, and as National Executive Committeeman from 1941 to 1945. His important assignments in the national organization included various positions with the Child Welfare Committee; member of the National Publications Commission, 1945-48, and member of the National Legislative Commission from 1948 until his death.

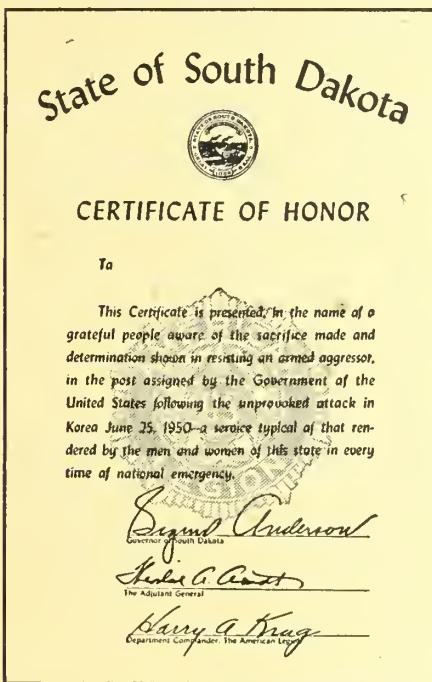
Funeral services were held on January 28 at the First Congregational church in Willimantic.

1953 MEMBERSHIP TOPS 2 MILLION ON JANUARY 29

Running about 115,000 ahead of the same date in 1952, the 1953 membership went over the two million mark on January 29. On that date, the first month in the new year, the membership totaled 2,016,863, or 63.89 percent of the assigned national quota for the year. The Department of Mexico was the first to reach 100 percent of its quota, and on the same date the Department of Louisiana trailed by only a little more than one point—its percentage, with an enrollment of 42,883, was 98.57, followed by Minnesota with 68,523 members or 86.44 of quota. Pennsylvania led in total number of enrolled with 178,466; Illinois had 143,839, and California had 101,431—all running well ahead of the same date last year.

SOUTH DAKOTA STATE AND LEGION HONORS NEW VETS

In recognition of the services of its citizens who have served during the Korean emergency, the State of South Dakota and the Legion Department organization have issued a "Certificate of Honor" to be presented to the nearly 10,000 South Dakotans who have been released from the Armed Forces since June 25, 1950. The handsomely printed certificates, bearing the seal of the State and with the Legion emblem in the background, and signed by Governor Sigurd Anderson, Adjutant General Theodore Arndt, and Legion Department Commander Harry A. Krug are being presented to the new veterans at public ceremonies.



The "Scroll of Honor" plan to pay tribute to veterans of the Korean emergency originated in Chicago when the first certificates were awarded last September, signed by Mayor Martin H. Kennelly, Legion County Commander Irving Breakstone, and Colonel Thomas R. Gowenlock, Chairman of the Citizens Committee. The plan was adopted as a national Legion program by the National Executive Committee at its meeting in October.

In making the presentation in South Dakota, the Legion enlists the participation of State and city officials, community groups and the public generally in a program that can be modified to meet local conditions. The South Dakota "Certificate of Honor" reads:

"This Certificate is presented in the name of a grateful people aware of the sacrifice made and the determination shown in resisting an armed aggressor, in the post assigned by the Government of the United States following the unprovoked attack in Korea June 25, 1950—a service typical of that rendered by the men and women of this State in every time of national emergency."

POST HAS TWO CHRISTMAS PARTIES IN OWN THEATERS

Joe Graham Post No. 119, Gulfport, Mississippi—its goal is "Mississippi's largest Post in 1953"—carries on a program of year-round activities, but was especially active at the Christmas season. One of its outstanding community contributions was a Christmas party for nearly 1,400 white children at the Legion Theater and 800 colored children at the Gulf Theater—both owned and operated by the Post. The children were shown the same feature movie and were given identical gifts. So successful was this first venture that the party will be continued annually, said Commander E. E. Wedding.

In addition, Legionnaires manned the Salvation Army kettles, sent committees to visit the hospitals, distributed baskets to needy families, helped the community effort in other ways—and held open house at the Legion Club.

Joe Graham Post is an unusual Legion unit and sets a fast pace for other Legion outfits—it not only owns and operates the two theaters where the parties for children were given, but in addition owns a 3-story office building with an annual income of better than \$25,000; owns historic 1,200-acre Ships Island with Fort Massachusetts on it; and has a centrally located sports arena and does its own promoting. A highly popular summer program is its annual Deep Sea Fishing Rodeo, which attracts a big following.

The Legion Club is open 15 hours a day for the use of the members. While the Post has large business concerns, the Legion programs are not neglected—sponsoring Junior Baseball, the Oratorical Contest, school awards in 28 schools, and sends at least 10 boys to the Mississippi Boys' State each year.

Heart Attack Takes Alex Barry

Alex G. Barry, 60, Oregon Department Commander in 1931-32 and former United States Senator, died of a heart attack in a Portland, Oregon, hospital on December 28. An artillery officer in WW1, he was a Past Commander and life member of Portland Post No. 1.

"MEET ME IN ST. LOUIE" SLOGAN FOR CONVENTION

"Meet me in St. Louie" — Lewie. That will be the slogan for the 35th National Convention of the Legion in St. Louis, Missouri, August 31-September 3. The slogan is National Commander Lewis K. Gough's own message adapted from the famous old song, and will appear on stationery and publications from the National Headquarters.

Chairman Joe H. Adams of the National Convention Commission said: "This will be our first call to Legionnaires to make plans now to attend the St. Louis Convention, which we hope will be the biggest and best ever held."

Survey of Community Child Welfare Problems To Be Made by Legion During Month of April

April is Child Welfare Month in The American Legion, and for 1953 the National Child Welfare Commission has set as its theme for this annual observance the treatment and prevention of juvenile delinquency.

A special 12-page booklet has been printed to outline the problem and suggest ways in which American Legion Posts can help to meet it in their own communities. The booklet is entitled: "For Want of a Nail" and is available without charge from the National Child Welfare Division, The American Legion, P.O. Box 1055, Indianapolis 6, Indiana.

National Child Welfare Chairman Samuel S. Fried, Rehoboth Beach, Delaware, points out that as a result of the high birth rates since World War II we will soon have a rapidly rising number of teenage youth in this country. As a matter of fact, ten years from now there will be 50 percent more young people in their teens than there are now.

Coupled to this is the fact that for the past two or three years there has been a gradually rising rate of juvenile delinquency insofar as delinquency can be measured by incomplete statistics.

Community Programs

The 1952 National Convention of The American Legion in New York City last August recognized this situation by adopting resolution No. 581, which urges Posts to initiate and support community programs for the prevention and treatment of juvenile delinquency.

Since that time many other national civic, fraternal and patriotic organizations have also been impressed by the need for coordinated community action in the field of juvenile delinquency prevention and are urging their local chapters and units to support needed community projects.

"Any increase in delinquency, with its losses of young people from the rolls of good citizenship, is a national problem," Child Welfare Chairman Fried explains. "However, the problem itself needs to be met within each community."

"There is no simple, uniform answer to what causes delinquency or what will prevent it," Mr. Fried adds. "Each youngster who gets into trouble is first of all an individual."

"In the same way that a doctor first must diagnose a disease before prescribing treatment, the community must have the trained people who can analyze the causes of delinquency in each case and set up a course of treatment which has the best chance of redirecting the youth's activities."

These are functions of a variety of community agencies which come in contact with delinquents — police, juvenile courts, probation departments, detention homes, public and private child wel-

BLIND VETERAN ENROLLS MEMBERS FOR HIS POST

Everett W. Bailey, a totally blind and permanently disabled veteran, member of Lakewood (Colorado) Post No. 178, had signed up 43 members for his Post by the first of the year, and was just hitting his stride. He enrolled 116 for 1952, according to Department Adjutant M. L. Lyckholm. His 1953 efforts have already brought him the Certificate of Meritorious Service and also a Personal Appreciation Card from the National Commander.

fare agencies, child guidance clinics, training schools.

During April, the National Child Welfare Commission of The American Legion is asking all Posts and Auxiliary Units to find out whether their community has a growing delinquency problem and, if it does, to give support to a coordinated community program to analyze the local situation, devise plans for meeting it and carrying those plans through to a successful conclusion.

RED CROSS FUND CAMPAIGN SUPPORTED BY COMMANDER

Lewis K. Gough, National Commander of The American Legion, has assured E. Roland Harriman, President of the American Red Cross, of The Legion's fullest cooperation during the 1953 Red Cross fund campaign.

The text of Commander Gough's letter is as follows:

"Last November I visited Korea. Our boys there are doing an excellent job—the kind of job we have come to expect from Americans in the service of their country. Another excellent job—one we have also come to expect from Americans in the service of their countrymen—is being done by the Red Cross in Korea. In military hospitals and installations the Red Cross plays an important role in the health, welfare and morale of our servicemen. No one is more aware of this than the veteran. He knows from experience what the Red Cross field director meant to him when his wife was ill and he was thousands of miles away. He knows the lift his morale got from the Red Cross personnel in the hospital. He remembers quite well the reassurance he felt whenever and wherever he saw the emblem of the Red Cross.

"That is why, as National Commander of The American Legion, I know our membership will wholeheartedly support the Red Cross Fund Appeal . . . and I urge their families and their friends . . . to answer the call . . . support it generously."

LEGION UNITS PARADE AT EISENHOWER INAUGURATION

Two bands, four drum and bugle corps, a crack drill team, and the Legion National Guard of Honor paced The American Legion participation in President Eisenhower's inaugural parade at Washington on January 20. In addition to these units, which marched with their State delegations, 450 individual Legionnaires from the District of Columbia, Maryland and Virginia were in the special veterans division of the parade.

The two bands were the 65-piece American Legion Band from Oconomowoc, Wisconsin, and the 50-piece Band of Portage Post No. 496, Kent, Ohio. The drum and bugle corps represented Edward DeSaussure Post No. 9, Jacksonville, Florida; Hawthorne (New Jersey) Post No. 199; the Rambling Reds of Gaston Post No. 23, Gastonia, North Carolina, and the brilliant corps of Man of War Post No. 8, Lexington, Kentucky.

The famous Legion Zouaves from Jackson, Michigan, drew applause all along the line of march.

The veterans division of the parade was headed by Marshal John Lewis Smith, Jr., former member of the National Finance Commission, and his aides, followed by the massed colors of the District of Columbia's Legion Posts and Auxiliary Units. The National Guard of Honor, commanded by Gail T. Judd, was followed by the 450 uniformed Legionnaires.

SUGGESTION TO STIMULATE POST MEETING ATTENDANCE

Everett K. Miller, Service Officer of Smith-Schultz Post No. 222, Canajoharie, New York, has a suggestion to stimulate attendance at Post meetings which has worked well in his unit. The Post is located in a town of 2,500 population from which it has drawn a membership as high as 400, but usually averages around 375, with attendance of 80 to 100 at each of the monthly meetings.

Three or four days before the meeting a one-page letter is mailed to each member outlining the business to be called up for action. Meetings are called promptly at 8 o'clock, and business session is ended by 9, after which a buffet supper is served, movies or some other entertainment. Then there's a jackpot.

At every meeting each member puts 25 cents in the pot. Slips with the names of all paid-up members are put into a hat. The first name drawn wins the pot if he is present. If not, the amount of the pot is added to the fund at the next meeting, and so continues until the fund amounts to \$50, winner take all, if present. But if winner of \$50 jackpot is not present, the names are thrown back into the hat and drawn until someone answers present. He is given \$10. The Post does not share in the money but it benefits by increased attendance.

ABOUT M'CARRAN - WALTER ACT

By ALLEN B. WILLAND

Director, Americanism Commission
The American Legion

No piece of public legislation has been so widely discussed in recent months as the McCarran-Walter Immigration and Nationality Act of 1952. Groups have lined up for and against the measure, and in many cases have made strong pronouncements without fully understanding its provisions. The American Legion's reasons for favoring the Act will be found in the following.

The first general law regulating immigration into the United States was passed by Congress in 1882, and since that time there have been a great many revisions and amendments. From the beginning of United States history until 1921 practically any person, physically and mentally healthy and of good moral character, was eligible for entry into this country. Immediately following World War I there was a strong belief that we were admitting immigrants more rapidly than we could absorb them into the life of our country, and accordingly the so-called quota act of 1921 was passed; an emergency measure which remained in force about three years. In 1924 Congress enacted what has become known as the National Origins Act. In 1940 the Alien Registration Act providing for the registration and finger-printing of all aliens was passed, which also strengthened our deportation provisions. Following World War II special provisions were made for war brides and fiancees. In 1948 the Displaced Persons Act was passed, which was amended in 1950; a piece of legislation which permitted 341,000 displaced persons and 54,744 refugees and expellees of German origin to enter this country.

Long Study Given

The Immigration and Nationality Act in its present form is the result of four years of the most extensive and objective study by a joint Senate and House Committee of Congress. During this period of study every agency of the Federal Government interested in these subjects, as well as approximately 100 patriotic, veteran, civic and racial organizations were consulted. All testimony and the suggestions were studied and consolidated and the enactment of the major provisions was approved by the above groups. The American Legion was one of those represented.

Through the years the immigration laws and the naturalization laws have been so closely intertwined that it has seemed advisable to combine the two sets of laws into one complete omnibus bill. The McCarran-Walter Act is a revision and codification of all of our numerous immigration and naturalization laws. During the writing of the bill and while under consideration it was the subject of heated debate, but was finally passed by both houses and sent

to the President in June, 1952. He vetoed it; both houses passed the bill over the President's veto.

Through the years The American Legion has adopted many resolutions dealing with these subjects and all of them have expressed approval of action which will protect our security, our economy, and our veterans. Representative Hoffman has very well expressed the Legion's views in a few words: "Immigration of foreigners to this country is a privilege, and not a right. Let their influx be limited to such numbers as can reasonably be absorbed on a social as well as economic basis."

In this new act the national origins quota system has been retained as the basis for restriction of immigration to this country. The formula for computing quotas is that the number for each quota area shall be one-sixth of one percent of the number of inhabitants in the continental United States in 1920 attributed by national origin to such quota area. In addition, several countries which previously had no quotas now receive minimum quotas of 100. Congress had two purposes in mind when it adopted the above formula; first, to provide a basis for determining quotas for the numerical restriction of the flow of immigrants to this country, and second was to preserve the composition of the population of the United States on the basis of proportional contributions made by the various nationality groups. By use of this formula it is believed that the majority of immigrants admitted will be more readily assimilable because of the similarity of their cultural backgrounds to that of the typical component of our population.

The act removes from our immigration laws any racial discrimination and under its terms national origins quotas are made available to all countries of the world, and no immigrant is barred solely because of race, nor are aliens barred from naturalization because of race. To those who have been quoted as saying that the new act prevents the entrance into this country of scientists and other skilled technicians, it should be pointed out that the act gives first preference to "skilled aliens." Under this act it is recommended that the first 50 percent of the quota to each country be allocated to aliens whose services are needed in this country because of their special knowledge or skills.

Capt. Schlafi, Texas, Dies

Captain A. Schlafi, Seguin, Texas, Past Department Commander, died in a hospital at New Braunfels, Texas, on February 2 as a result of injuries received on January 13 when he was run over by his own car, which had been parked on a hillside. Long active in Legion work, he was serving as Vice Chairman of the National Housing Committee at the time of his death.

At the present time there are alleged to be between three and five million illegal aliens in the United States. These people have come to our shores through every possible loophole and, of course, many of them are, or may be subversive and espionage agents. J. Edgar Hoover has estimated that 91.4 percent of the known militant communists in the United States are either aliens, married to aliens, or are illegally in the United States.

The new act also revises those provisions of the law relating to the qualitative ground for exclusion of aliens so that the criminal and immoral classes, the subversives and other undesirables, can be excluded. Since the law has been in effect, December 24, 1952, the fight for its outright repeal or decapitation has been led by the American Committee for the Protection of the Foreign Born and the National Lawyers Guild, both of which have been cited by Governmental organizations as being subversive. In addition to this the Moscow radio, the *Daily Worker*, and the *People's World* have devoted untold numbers of words and columns to the attack on the McCarran-Walter Act.

Act is Self-Policing

We fully realize that there are many anti-communists who are seeking amendment to this act for one reason or another, but a two-thirds majority of the members of both houses of Congress present and voting passed this bill over the President's veto and we believe it should be given an opportunity to work. The Legion has taken cognizance of the fact that the act contains within itself corrective, self-policing machinery in the form of a joint committee of five members each of the House Judiciary and Senate Judiciary Committees, duly elected representatives of the people, to hold hearings, make a continuous study of the act and render reports and recommendations to the House and Senate.

Much has been written about the unfairness of this act in relation to foreign seamen. It might be interesting to know that under our old laws, seamen coming to our shores from foreign ships were simply given cards that permitted them shore leave at the discretion of their captain for as long as their ship was in port. We know that many of these are today at large in the United States. Under the new act, seamen of foreign countries are required to obtain visas from the American consulate in their respective countries which are good for a period of two years. It is true that to obtain a visa a seaman must be properly screened.

The importance of this subject should be an inducement to all American citizens to familiarize themselves with the full provisions of Public Law 414, the official designation of the Immigration and Nationality Act of 1952.

Your Congressman would like to know what you think.

LEGIONITEMS

Department of Arizona has dedicated a new \$25,000 headquarters building in Phoenix. The structure was completed last fall, but dedicatory ceremonies were not held until the eve of the Mid-Winter Conference at Tempe. Principal speaker was Past Department Commander John A. Durden; building accepted by Department Commander C. R. Waters, Kingman. . . . Mattson-Ringgold Post No. 503, West Columbia, Texas, dedicated its new home on January 25. Department Commander Albert D. Brown, Jr., Austin, made the dedicatory address. . . . A husband-and-wife team direct the operations of John H. Collins Post No. 24, Derby, Connecticut; Le Roy G. Maltby is Commander and his wife, Mrs. Alice M. Maltby is Adjutant.

A Legion Medal for Heroism with appropriate citation was posthumously awarded Legionnaire Oscar Leonard Jeffers by Shinnston (West Virginia) Post No. 31. On January 2, Legionnaire Jeffers, father of three children and himself just recovering from an operation, sacrificed his life in an unsuccessful effort to save three young boys who had broken through the ice on a lake near his home. . . . Decked with holly, tinsel, shiny bells and colorful lights, the home of Smith-Spence Post No. 144, Pelham, Georgia, was the scene of one of the most elaborate Christmas parties ever put on in its part of the State. Santa Claus arrived in a bright red fire truck; a traditional Christmas dinner was served, and there were gifts for all children in attendance. . . . George W. Manhart Post No. 391 Drum and Bugle Corps wants valve bugles, which can not be furnished by manufacturers. Write Albert J. Heintz, Secretary, 3747½ 9th Ave., Sacramento, California.

William Schoville Post No. 220, Soldiers Grove, Wisconsin, sponsored a "Tide of Toys" in its community. Forty-one families were given a complete Christmas dinner, with toys and clothing for more than 150 children. The Post had 158 members in 1952, but has already passed that enrollment—an increase for the fifth straight year. . . . Colorado Department Commander William R. Egan reports that at the recent mid-year Legion Conference the National Americanism Commission provided a display board showing the various pamphlets, bulletins and brochures issued by that division. The board was set up in the spacious lobby of Leyden-Chiles-Wickersham Post home—result, more than 10,000 pieces of literature was handed out on request, covering the various phases of Americanism work. . . . The "Highlanders," Drum and Bugle Corps of Burlington (New Jersey) Post is disbanding. Corps has complete equipment, including green and white cadet-type, and red Scotch-type uniforms. Any Post interested in

buying equipment write Kenneth E. Williams, Secretary, Wall Avenue, Springside, Burlington, New Jersey.

The Legion membership Big Ten became the Big Eleven for 1953 when Alabama and Georgia tied for tenth-place with an enrolled membership of 65 percent of quota the first of the year. Louisiana took top place with 86.20 percent of quota, followed North Dakota, 84.15; Tennessee, 75.02; Minnesota, 71.90; Wisconsin, 70.50; Kansas, 70.00; Oregon, 68.00; South Carolina, 67.80, and Indiana, 65.15. . . . The first Last Women's Club has been organized by 53 women veterans who are members of Legion Posts in Broome County, New York. Mrs. Maynard Smith, Binghamton, is the first Club President. . . . After 30 years of planning Texarkana Post, located in a city which straddles the Texas-Arkansas border, has signed a contract for the erection of a \$100,000 club house. . . . Legionnaire J. W. Brogden, Box 444, MPO, Baltimore 3, Maryland, reports that his card case was stolen containing his 1953 card in George T. Cornish Post No. 292, Philadelphia, Pennsylvania, and other cards. Not interested in return of money, but would like to have the cards back.

Fitzgerald (Georgia) Post No. 99 has purchased a 17-acre tract with building that will be used as a Post home. This replaces the home destroyed by fire some months ago. . . . Titusville (Florida) Post No. 1 is selling its 10-acre tract outside of the town and will build a new home within the city limits. . . . Palm Beach (Florida) Post No. 12 dedi-

RAY MURPHY CITED FOR DEFENSE MOBILIZATION



The United States Office of Defense Mobilization presented a citation to Ray Murphy, (left, above), Past National Commander of The American Legion, in recognition of his accomplishments in helping to make the defense mobilization program known to the public. The presentation was made by John W. Greene, (right, above), regional liaison representative, in Mr. Murphy's office at the Association of Casualty and Surety Companies, 60 John Street, New York City, where he is General Counsel.

cated its new \$90,000 home on January 17. New building will house the Post and its activities—it has been without a home since 1950 when the hurricane-damaged downtown building was sold. . . . One of the highlights of the visit of National Commander Lewis K. Gough to the Department of Arizona was the presentation of a Silver Life Membership Card to Department Adjutant Clayton B. Orth. The National Commander made the presentation for Luke-Greenway Post No. 1, Phoenix.

Legionnaire Jerry Havelka, the famous "One Man Band" of Lake Region Post No. 703, Fox Lake, Illinois, who has been a featured attraction in all National Convention parades for a score of years, has retired because of disabilities and will not be future parades. Lake Region Post awarded an appropriate citation for past services. . . . Diversey Post No. 869, Chicago, Illinois, will celebrate its tenth birthday this year with a goal of an all-time high membership of 300. In 1952 the membership was 231, reports Adjutant Frank Bauman. . . . The fine home of Burton Potter Post No. 185, Greenport, New York, (called the recreation center of Eastern Long Island), was destroyed by fire on January 20th. The Post celebrated on Armistice Day by burning the \$19,500 mortgage on the building. A new home is being planned. . . . Cuff-Barksdale Post No. 444, Salem, New Jersey, maintains an active firing squad and fancy drill team—known as the "Jersey Devils" — which has won plaudits throughout their area.

Governor William B. Umstead of North Carolina was honored on December 29 by Durham Post No. 7, of which he is a Past Commander. A Life Membership card was presented to him at the party. . . . Russell Litchfield Post No. 7, Blackwell, Oklahoma, had 76 members in 1919 during its first year. On November 10 the Post presented 35-year Consecutive Membership Cards to 28 of the original 76. . . . Though Bill Dively, Hollidaysburg, Pennsylvania, is bedridden and has been in a cast for months he is still able to keep up his classwork in the high school, thanks to Fort Fetter Post No. 516. With the co-operation of the school authorities and the Bell Telephone Company an installation was made at his bedside that permits him to listen in at classes, recite his lessons just as though he were present, reports Commander Henry C. Thompson.

James J. McGrath Post No. 74, Framingham, Massachusetts, has six sets of brothers among its 50 members who are entitled to 35-year Consecutive Membership Cards, reports Service Officer Raymond W. Flood. They are Clarence T. and Paul T. Burr, Gustavus and Charles F. Carlson, John J. and Thomas B. Ford, Charles T. and Albert Z. LeMoine, George and Harry Mason, John J. and Hugh O'Brien. Does any Post have a greater number?

OUTFIT REUNIONS

Society of the 1st Division—35th annual reunion, New York City, Sept. 11-13; New Yorker Hotel. Information from Society of the 1st Division, Box 1529, Philadelphia 5, Pa.

Society of the 28th Division, AEF—Convention, Harrisburg, Pa., July 22-25; includes vets both WWS and Korca. Make reservations through Robert Laskowski, 13 S. Market Sq., Harrisburg, Pa.

2nd (Indian Head) Div. Assn.—32nd reunion, Boston, Mass., July 23-25. Info from National Hdqrs., 2nd Div. Assn., 116 N. 3rd St., Camden 2, N. J.

75th Div. Vets. Assn.—National convention, Washington, D. C., Aug. 14-16; Hotel Washington. Details from John McBurney, Secy., 5822 E. 14th St., Kansas City, Mo.

80th (Blue Ridge) Div. Vets. Assn., (both WWS)—Annual reunion, Roanoke, Va., July 23-26; Hotel Roanoke, Write H. F. Collette, Res. Secy., 302 Plaza Bldg., Pittsburgh 19, Pa.

83rd (Thunderbolt) Infantry Div. Assn.—7th annual convention, Cleveland, Ohio, Aug. 20-22; Hotel Hollenden. Information from 83rd Infantry Div. Assn., 1435 Clark St., Pittsburgh 21, Pa.

94th Div. Assn., (WW2)—Reunion, New York City, July 23-26; New Yorker Hotel. Details from Bernard Frank, Chairman, Commonwealth Bldg., Allentown, Pa.

626th Tank Destroyer Bn., (WW2)—Annual reunion and banquet, Greater Boston, Mass., tentative date March 14. Info and reservations from John Lawless, Chairman, 48 Adams St., Arlington, Mass.

258th Engineer (C) Bn.—Annual reunion, Harrisburg, Pa., March 20-22; Penn-Harris Hotel. Details and reservations from Philip J. Gallagher, Secy., 402 Wood St., Burlington, N. J.

Battery F, 63rd Art., CAC, (WW1)—34th annual reunion, Tacoma, Wash., March 21; Winthrop Hotel. Contact Ted Van Fossen, Bank of California, Tacoma 1, Wash., or Jim Copeland, 112 So. 23rd St., Tacoma 3, Wash.

Co. L, 153rd Infantry—2nd annual reunion, Batesville, Ark., March 28. Info from I. L. Dodd, Box 71, Batesville, Ark.

93rd Armored FA Bn.—Reunion, Columbus, Ohio, May 1-3; Neil House. Contact Joseph Floyd, 63 N. Buena Vista St., Newark, Ohio, for details.

USS Oklahoma, Commissioning and WW1 Crew—Annual reunion, New York City, May 3-4; Hotel Astor. Info from Hugh W. McClarlin, 215 4th St., Ridgefield Park, N. J. or Edward H. Lutz, 673 Lindley Rd., Glenridge, Pa.

20th Aero Squadron, 1st Day Bombardment Group, 1917-19—Reunion, Dayton, Ohio, May 15-16. Contact Henry L. McCabe, 2244 Southern Ave., S. E., Anacostia Sta. 20, Washington, D. C. Darnall Gen. Hosp.—1st reunion, Kentucky State Hospital, Danville, June 26-28. Details from R. E. Heft, 507 W. Main St., Danville, Ky. Co. D, 16th Inf., 1st Div., (WW1)—Reunion, Athol, Mass., July 3-5. Write William R. Colton, 32 Oliver St., Athol, Mass.

55th FA Bn. Assn., (WW2)—2nd annual reunion, Pittsburgh, Pa., July 17-18; Hotel Roosevelt. Info from Thomas G. Kimberlin, Chairman, 64 Grant Ave., Bellevue, Pittsburgh 2, Pa.

843rd Ordnance Depot Co.—2nd reunion, Lancaster, Pa., July 17-19; Brunswick Hotel. Contact Joseph P. Snyder, Maple Manor, RD 2, Columbia, Pa.

315th Infantry Assn., (WW2)—7th annual reunion, New York City, July 24-26; Park-Sheraton Hotel. Details from John Grudzinski, Chairman, 93-17 Roosevelt Ave., Jackson Heights, New York City, or Theodore J. Romeo, Secy., 125-03 107th Ave., Richmond Hill, New York City.

149th Infantry Vets. Assn.—Reunion, Cincinnati, Ohio, July 31-Aug. 1; Gibson Hotel. Write B. T. (Rusty) Hauer, Chairman, 200 Brotherhood Bldg., Cincinnati 2, Ohio.

7th Bomb Group (H)—Reunion, Yellowstone National Park, Old Faithful camp grounds and area, first week in August. For details write Max Hillsman, 1553 W. 22 3rd St., Torrance, Calif.

USS Thomas Jefferson (APA 30)—Reunion, Berlin, Wis., Aug. 22. Write Lee Harrington, 132 E. Union St., Berlin, Wis.

USS Black (DD 666)—Reunion, New York City, with USS Kidd reunion, Aug. 14-16. Details from Norman Ruel, 10 Highland Ave., Rochester, N. H., or Robert Wachtelhausen, 91 So. Orchard St., Wallingford, Conn.

Co. D, 393 Engineer Shore Bn., (WW2)—1st reunion, Cleveland, Ohio, Aug. 14-16; Hotel Hollenden. Info from Robert G. Miller, 1008 3rd St., Jun., Altoona, Pa.

50th Infantry, 13th Infantry, and Camp Chambeau, (WW1)—Reunion at St. Louis, Mo., during Legion Natl. Convention, Aug. 31-Sept. 3. Old timers write James G. Smith, 1508 Jefferson St., Quincy, Ill.

Military Railway Service Veterans, (WW2)—Reunion, New Orleans, La., in September. Railway Service vets, WW2, write Karl F. Emmanuel, Director-General, Peoria & Western Ry., NYC System, Indianapolis, Ind.

34th Engineers, (WW1)—19th annual reunion, Lancaster, Ohio, Sept. 5-7; Colonial Motel, Rt. 33.

THE AMERICAN LEGION NATIONAL HEADQUARTERS DECEMBER 31, 1952

ASSETS

Cash on hand and on deposit	\$ 955,891.68
Receivables	214,766.49
Inventories	485,491.56
Invested Funds	757,837.11
Permanent Trusts:	
Overseas Graves Decoration	
Trust Fund	\$ 257,320.77
Employees' Retirement	
Trust Fund	1,263,938.35 1,521,259.12
Real Estate	973,972.65
Furniture and Fixtures	
Less Depreciation	282,497.86
Deferred Charges	52,218.93
	\$5,243,935.40

LIABILITIES, DEFERRED REVENUE AND NET WORTH

Current Liabilities	\$ 267,760.05
Funds restricted as to use	118,071.58
Deferred Income	2,135,537.04
Permanent Trusts:	
Overseas Graves Decoration	
Trust	\$ 257,320.77
Employees' Retirement	
Trust	1,263,938.35 1,521,259.12
Net Worth:	
Restricted Capital:	
Reserve Fund	23,464.13
Restricted Fund	17,939.98
Reserve for construction	
Wash. Office	55,095.44
Real Estate	973,972.65
Reserve for Rehabilitation	
317,941.07	
Reserve for Child Welfare	
20,627.54	
	1,409,040.81
Unrestricted Capital	207,733.20 1,201,307.61
	\$5,243,935.40

Contact George Remple, Secy., 2523 N. Main St., Dayton, Ohio.

Co. M, 341st Infantry, 86th Div.—Reunion, Paducah, Ky., Sept. 6-8; Ritz Hotel. Write Jimmie Dickerson, c/o Blackhawk Bakery, 1049 Park Ave., Paducah, Ky.

Anti-Tank Co., 164th Infantry—Reunion, Harvey, N. Dak., Sept. 7. Details from Al Olenberger, Harvey, N. Dak.

19th Engineers (Railway) Assn.—36th anniversary reunion, Philadelphia, Pa., Oct. 17. Info from Francis P. Conway, Secy., 4414 Sansom St., Philadelphia 4, Pa.

Battery C, 591st FA Bn., 106th Div.—Reunion, Pittsburgh, Pa., July 24-26; Roosevelt Hotel. Write George Slykhouse, 1041 Noble S. E., Grand Rapids, Mich., for details.

25th U. S. Engineers, (WW1)—Reunion, St. Louis, Mo., Aug. 30-Sept. 3, during Legion National Convention. Write F. J. Flanagan, 1405 So., Allison St., Philadelphia 43, Pa.

435th AAA Bn.—8th annual reunion, Louisville, Ky., Sept. 5-7; Seelbach Hotel. Write Lee Marks, 1905 Kimbark Dr., Nashville 12, Tenn.

MISSING IN KOREA

3rd Signal Co., 3rd Inf. Div.—Mother will greatly appreciate any word from service comrades of *Cpl. Robert M. Ritter*, reported missing in action near Wanson, Nov. 26, 1950; name not on PW list, but we know that a comrade who was with him on his last mission is a PW. Write Mrs. Margaret Ritter, 22 Holmes St., Sayville, N. Y.

Co. I, 34th Inf., 24th Div.—My brother, *Pfc. Harold W. Groot*, reported killed near Kochang, July 29, 1950; would like to hear from anyone who was with him, or who knew him after going to Korea. Mrs. Leon G. Hill, 335 Oriole St., Lapeer, Mich.

Co. G, 35th Inf., 25th Div., later in 34th Inf., 24th Div.—*Pfc. Lewis W. Hill*, missing at Taejon, July 20, 1950; would like to hear from anyone who was with him or who knew him in Korea. Mrs. Leon G. Hill, 335 Oriole St., Lapeer, Mich.

Co. K, 31st Inf. Regt.—Will appreciate word from anyone who can tell me about my son, *Pfc. George Semetges*, reported missing in early December, 1952. Please write. Mrs. Katherine Semetges, 1311 W. 103rd St., Chicago 43, Ill.

Hq. & Hq. Co., 31st Inf., 7th Div.—Our son, *Pfc. Karl H. Nagel*, wounded and missing Nov. 27, 1950, was last with *Pfc. John Hauser*, wounded same time; would like to contact mother or parents of *Pfc. John Hauser*; will anyone who knows their address please write. Mr. and Mrs. Fred Nagel, Lebanon, S. Dak.

Co. K, 34th Inf. Regt.—*Pfc. Gerald D. Troccola*, missing since July 29, 1950; at Kochang; will greatly appreciate any word from men who

(Continued on page 36)

COMRADES IN DISTRESS

USS Michigan, 1917-1918—Will anyone who knew *Eddie Metzel* in service please write. Need statements. Walter Newby, Service Officer, Gen. George W. Goethels Post No. 90, American Legion, 69 Lilac St., Bergenfield, N. J.

103rd AAA Group—Need to contact Capt. R. W. Bolton, 1st Sgt. Francis Weygandt, or any service comrades. Need statements to complete claim. Glyn D. Turner, Route 3, Russellville, Ark.

USS Charleston, (Sept. 21, 1908, to Jan. 1, 1910)—Urgently need to hear from men who served with me on this ship going to Philippines, particularly J. H. Mulhall, R. Marshall, and R. Rifner. Need statements; please write. Louie Wm. Skala, 1004 Missouri, Alliance, Neb.

Fort McClellan, Ala.—Will anyone who knows of the hospitalization of *Sidney B. Hanson* during fall and early winter of 1943 please write, particularly 1st Sgt. Alvin D. Townsend, Co. C, 9th Bn., 3rd Regt. Statements needed to complete claim. Write Reuben D. Garnett, Asst. State Service Officer, American Legion, 620 University St., Seattle 1, Wash.

USS Miantonomah—Need to hear from anyone aboard ship from Jan. 1, 1944, and the time it was sunk, Sept. 26, 1944. Need statements for claim. Bruce F. Campbell, Clarendon, Ark.

USS John Merrick and **USS Robert Henry**—Will anyone who remembers me, member Armed Guard on *Merrick* on maiden voyage to Persian Gulf, or on *Henry*, gun crew, between May and October, 1944, please write. Statements needed. Dallas D. Miller, St. Paul, Neb.

Albert W. Woods—formerly Pvt., Army, ASN 18085156, last heard from at San Angelo, Texas, in 1950; has NSLI dividends due him. Write his mother, Mrs. Marie McKnight, 614 West 4th St., Webb City, Mo.

Co. C, 105th Engineers Com. Bn., 30th Inf. Div.—Need to locate Capt. James P. Fleming, T/Sgt. William J. Estes, or anyone who remembers when I hurt my back during ranger training in England in 1944; Claim pending. James L. Cleek, Jr., Rte. 1, Estill Springs, Tenn.

Harry B. Blazer—served in amphibian outfit, WW2, probably in Los Angeles area. Has NSLI dividend due from Atlanta office. Write Claude C. Jones, Service Officer, Arcadia, Fla.

Co. D, 778th MP Bn.—Will anyone who served with the late *Don E. Chapman* at Walters, Texas, about June 30, 1945, please write his widow. Statements needed to establish claim for widow and three children. Mrs. Don E. Chapman, 629 W. Hickory, Nevada, Mo.

Hq. & Hq. Co., 335th Inf., 84th Inf. Div., Camp Howze, Texas—Urgently need to locate John W. Robinson, who was discharged with me on March 19, 1943. Claim pending. James M. Haddox, Route 2, Columbia, La.

521st AA Art. Base; 846th and 345th Portable Power Generator Co.—Will anyone who knew my late husband, *Fred J. Lange, Jr.*, (31 months in Pacific theater), and know of his wounds in right arm and face, please write. Statements needed for pension for self and children. Mrs. Elsie A. Lange, Blencoe, Iowa.

Mack C. Mitchell—Entered Army in Nebraska; served in France in WWI; widow needs to hear from men who served with him; particularly Huey Duncan; all his papers destroyed by fire. Need statement to establish claim for pension. Write Mrs. Mack C. Mitchell, Route 2, Frankfort, S. Dak.

938th FA, (WW2)—Need to locate Dr. Ginsburg, Ted Houghul, Lt. Ira D. Feldman, and the Staff Sgt. at the aid station; please write. Statement needed for claim. Pat H. Morgan, Ramsey, Ind.

Co. A, 313th Inf., 79th Div. (WW1)—Will anyone who knew me in service please write. Claim pending. James V. McDougall, 10 Sutton St., Brooklyn 22, N. Y.

Lec S. Davis—314th or 327th Air Squadron, stationed at Minocqua, N. Y. Air Base in fall of 1918; will anyone who knows anything about him, please write; if dead will appreciate details of death. Need to locate to clear records. A. J. Doyle, P. O. Box 7091, Kansas City, Mo.

Co. I, 332nd Inf., Camp Merritt, N. J.—Need to locate men who remember incident in April, 1919, when Capt. Story ordered me to remain in camp because I could not march due to lacerated muscles left side, lower back and left leg. Need help on claim. Walter Carl Schultz, 2709 Military Ave., Los Angeles 64, Calif.

Battery A, 13th FA, 4th Div.—Will anyone who remembers me and my foot and leg troubles while serving overseas please write. Need statements. Stanley J. Perina, 2909 Clarkson Ave., Omaha, Neb.

USS Hydrographer (GS 2)—Need to locate Capt. Robert Gibson and Ensign Marion Dorgen, Personnel Officer, who remember *Si/e Robert T. Thorne*. Statement needed for claim. Write Bernard A. Scheer, County Service Officer, Gaylord, Minn.

U. S. Navy, St. Louis, Mo.—Information is requested from men who were discharged with *George A. Hamilton*, U. S. Navy, St. Louis, in June, 1946; and from anyone who knows of this man's service. Write Patrick J. McDermott, County Service Officer, Falls City, Neb.

POLICE UNIT WINS HONORS FOR HARVEY SEEDS POST

The strong right arm of law enforcement agencies of Miami and Dade County, Florida, is the 200-man corps of American Legion Reserve Police No. 1. This corps rounded out the 1952 year by turning out in full force to aid in policing and directing traffic at the Orange Bowl football game, attended by some 65,000 people.

The outfit has a long and very commendable record. Organized on January 2, 1941, by Captain Jim Barney, a Rainbow Division vet of WW1, the corps put in 39,000 hours of guard duty during WW2. Their job was to look after the Defense Filter Center of Dade County, guarding water plants, docks, railroad bridges, airports, beaches and electric plants. Since 1946 men of the unit have graduated with high honors from the Police Procedure Course at the University of Miami.

The Legion Reserve Police is the first unit to be called upon by the Law Enforcement Committee of Dade County to aid in handling parades, searching the Everglades for missing persons, in floods, hurricanes and other disasters. The corps mans 22 hurricane shelters, and in addition the rescue work demands that they work out in the fury of the storm.

Each member carries the rating of deputy sheriff in special duties, and all are insured against injury. Captain Barney and 52 of the original members of the unit are still active and form the nucleus for the new men who are added from time to time to keep the corps strength up to 200 men.

STORY WRITING CONTEST FOR HOSPITALIZED VETS

As part of the Seventh Annual Writing Contest of the nationwide Hospitalized Veterans Writing Project, Advertising Men's Post No. 209, New York City, has announced through Cyril Ellison, its Welfare Chairman, that it will sponsor prizes in the short short story section of the contest. The Post will award the following prizes: 1st, \$50; 2nd, \$25; 3rd, \$15; 4th, \$10.

The next three best will each be given a subscription to *The American Legion Magazine*.

The short short stories may not exceed 1800 words. Details as to eligibility for the contest and other data may be had from Mrs. Elizabeth Fontaine, National Chairman of the HVWP, Empire State Building, New York City 1, or from the HVWP national offices, 919 No. Michigan Avenue, Chicago 11, Illinois.

Alexander Gardiner, Advisory Editor of *The American Legion Magazine*, is Chairman of the Board of Judges of the short short story section of the 1953 contest. Manuscripts should be sent to the national offices of the HVWP in Chicago and not to this magazine or to Mrs. Fontaine.

WILLIAM A. MAGEE, CIVIL WAR VET, DIES AT AGE 106



William A. Magee

William Allen Magee, 106, one of the last three Union Army veterans of the Civil War, died at Wadsworth Veterans Administration Hospital, Los Angeles, California, on January 23. He suffered a stroke on January 2 and did not recover consciousness. His

home was at Van Nuys, California.

Born August 19, 1846, Magee ran away from home to serve as a bugler in the 12th Regiment Ohio Volunteer Cavalry in the Civil War. He remained in service and was with Company H, 2nd Infantry Regiment during the Indian Wars in the 1870s, and did not retire until after the Spanish-American War in 1898. He was a member of the Grand Army of the Republic and the United Spanish War Veterans. His death leaves only two Union Civil War vets, James A. Hard, 111, Rochester, New York, and Albert Woolson, 106, Duluth, Minnesota.

DR. JOHN MILLIGAN, 101, OLDEST LEGIONNAIRE, DIES

Dr. John D. Milligan, aged 101, oldest member of The American Legion, died on January 15 in Aspinwall Veterans Hospital at Pittsburgh, Pennsylvania, where he had been a patient for some time. He was a member of East Liberty Post No. 5, Pittsburgh, and had until recent years been very active in Legion work.

Born July 31, 1851, at Madison, Pennsylvania, he was a graduate of Western Reserve University, Cleveland, and Bellevue Hospital Medical College, New York. He was in active practice at Madison, Greensburg and Pittsburgh since 1876, and was one of the first medical men to reach Johnstown after the disastrous flood in 1889.

Dr. Milligan enrolled for service in the Spanish-American war, but was not called—the war was over too soon. In November, 1915, he was commissioned in the U. S. Army Medical Corps Reserve, and in 1917 was promoted to Major, called to duty and stationed at Camp Custer, Michigan. He was later transferred to Jefferson Barracks, Missouri, where he was chief of surgery.

Washington NEC Member Dies

Jack Shrader, 60, Yakima, member of the National Executive Committee for the Department of Washington, died of a heart attack at Seattle on January 19. He served on the Mexican Border in 1916 and overseas in WW1 with Co. C, 161st Infantry, 41st Division. He was a long-time member of Logan Wheeler Post No. 36, Yakima.

MISSING IN KOREA

(Continued from page 85)

knew him or parents of men in same company. Write Raymond G. Gomell, Commander, Danbury Post No. 60, American Legion, 40 Elm St., Danbury, Conn.

Heavy Mortar Co., 31st Infantry—My son, Pfc. Carroll Jack Simrell, missing in action since Nov. 30, 1950; will greatly appreciate any word about him, or from anyone who knows the circumstances of his disappearance. Also would like to hear from parents of men in same company. Mrs. Lillie Simrell, 123 West Olive St., Eldorado Springs, Mo.

Battery B, 15th FA Bn., 2nd Div.—Can anyone tell me anything about my son, Pfc. John F. (Boll) Bolla, reported missing Feb. 12, 1951? Last seen with Sgt. Ray Langfitt going over mountain pass, who is now a PW on official list; will Sgt. Ray Huff or anyone who knew my son please write. Mrs. Margaret Kurz, 1708 N. Washtenaw, Chicago 47, Ill.

Co. M, 38th Inf., 2nd Division—Will be glad to hear from anyone who knows about my son Cpl. Herbert F. Vinyard, or his present whereabouts, missing since Dec. 2, 1950, near Seuchong. Mrs. Athen Vinyard, Route 1, Greenfield, Ill.

Co. M, 38th Inf., 2nd Division—Anxiously awaiting word from service comrades of Don King, missing since Dec. 2, 1950. Please write. Mrs. Frank Kinsey, Cherry St., Pana, Ill.

Battery C, 38th FA Bn., 2nd Div.—Will anyone who knows anything about Pfc. John Drainer, missing since Nov. 30, 1950, please write his parents. Mrs. Ernest Drainer, 300 Snedecker Ave., Jerseyville, Ill.

Co. A, 19th Inf., 24th Div.—Pvt. Richard R. Lipes was reported missing July 16, 1950, near Kum River; will greatly appreciate word from men who knew him or from parents of men in same company. Write his father, James Lipes, Lewisburg, W. Va.

Medical Co., 32nd Inf., 7th Div.—Would like to hear from men who were with Cpl. Donald S. Hamilton when reported missing Dec. 2, 1950; any word appreciated. Write his parents, Mr. and Mrs. Oval C. Hamilton, RR 3, Bloomfield, Ind.

Co. I, 179th Inf., 45th Div.—Mother will greatly appreciate any information from men who knew or were with Cpl. Hershel H. Rosell, Jr., when reported missing at Karhyon-ni on June 15, 1952. Please write Mrs. Lucila Curias, 1302 San Augustine Ave., Laredo, Texas.

Co. G, 8th Cav. Regt. 1st Cav. Div.—My son, Lt. Stephen Mate, Jr., reported killed in action; will greatly appreciate word from men who know how, when and where he was killed. Will be glad to have any word. Stephen Mate, RFD 1, Westerly, N. Y.

Pfc. Wilson Harvey, killed in action Sept. 15, 1951; mother will appreciate word from anyone who knew him and the circumstances of his death. Write Mrs. May Bell Harvey, Route 5, Lexington, Miss.

Co. I, 21st Inf. Regt.—Would like to hear from anyone who was with my brother, Pvt. Donald Ambeau, in service in Korea; reported missing July 11, 1950. Mrs. John Janney, 302 Edgboro Drive, Newtown, Pa.

Battery B, 57th FA Bn.—Pfc. Kenneth R. White, missing since Dec. 6, 1950, near Hagarauri; will appreciate word from men who knew him or parents of men in same Battery at that time. Write Mr. and Mrs. Roy White, P. O. Box 327, Warren, Ill.

Co. D, 38th Inf., 2nd Div.—Robert L. Galt, Jr., missing since Feb. 12, 1951, near Hoengsong; unofficially reported a prisoner, but name not on POW list. Will appreciate any information concerning him. Dr. and Mrs. Robert L. Galt, 5101 Belleville Ave., Baltimore 7, Md.

Co. E, 38th Inf. Regt.—Will appreciate any word from men who knew Cpl. Clayton J. Culp, missing since Sept. 19, 1952. Please write his sister, Mrs. Jerome Muenz, 1740 Gregory St., Pittsburgh 3, Pa.

Co. B, 7th Marine Regt., 1st Marine Div.—Cpl. William Grauman, wounded Nov. 28, 1950, near Yudam-ni, later reported missing in action. Anxiously awaiting word from anyone who knew him and what happened to him. Please write his parents, Mr. and Mrs. Karl Grauman, 3800 Irving Park Rd., Chicago 18, Ill.

Co. C, 38th Inf., 2nd Div.—Pfc. Charles H. Glover, officially reported killed in action May 18, 1951, near Mug-gol; will appreciate word from anyone who can tell us anything about his death. Write his parents, Mr. and Mrs. Herman Glover, Route 1, Burton, W. Va.

Service Battery, 38th FA Bn.—Will anyone who knew Sgt. j/c Alexander Ross Tickell, missing in action Nov. 30, 1950, in service in October and November, 1950, please write his wife. He was reported a prisoner on Dec. 19, 1951; no further word. Mrs. Alexander R. Tickell, Fenton Lane, RD 1, Bordentown, N. J.

Co. H, 19th Infantry, 24th Div.—Will anyone who served with our son, Joseph T. Matej, or who knows anything about him, please write. Last seen on or about July 20, 1950, near Taejon, reported missing since; anxiously awaiting word from men who were with him. Mr. and Mrs. John Matej, 220 Poland St., Swoyerville, Pa.

NEW CONGRESS GETS LEGION'S BILLS:

Fifteen Legion-backed bills were introduced during the first two weeks of the 83rd Congress, all conforming to the legislative mandates of the New York National Convention or Executive Committee action. . . . Rehabilitation program has high priority in the measures poured into the Congressional hopper, all of which were introduced by Representative Edith Nourse Rogers, Massachusetts, and referred to the House Veterans' Affairs Committee, of which she is Chairman. . . . Among the chief proposals:

HR 37 proposes an increase in compensation for service-connected disability. . . . Under existing law, veterans in the 10 to 49 percent service-connected disability bracket are permitted a 5 percent increased cost-of-living adjustment. Vets with 50 to 100 percent service-connected disability are granted a 15 percent adjustment. . . . This bill would give a 15 percent adjustment for both classes.

HR 51 would permit veterans of WW1 or WW2 to open new Government insurance contracts. . . . Under present laws, vets of the two wars who dropped their Government insurance, or let it lapse after the expiration of contract, are declared ineligible for further insurance.

HR 34 proposes to pay a death pension to widows and minor children of veterans of WW2 and the Korean War whether the fatal illness was a service-connected or non-service-connected disability. . . . The present law grants death pensions only to dependents of those veterans who died from service-connected disabilities. . . . HR 34 would equalize the legislation for WW2 and Korean widows with that applying to widows of WW1, who receive death pension whether the fatal illness was service- or non-service-connected if their income is not higher than the limitation fixed by law (\$1,400 for widow without dependents or \$2,700 for widow with dependents.)

HR 1303 would extend the GI Bill period for initiating education and training for disabled WW2 veterans who have been hospitalized for a long period of time and who have consequently been unable to start their education and training by July 25, 1951.

HR 1304 would extend the completion date for vocational rehabilitation beyond July 25, 1956, for the more seriously disabled or hospitalized WW2 veterans who will be unable to finish their training by that date.

* * * *

POW CLAIMS DEADLINE COMING UP:

April 9, 1953, is the deadline for filing prisoner-of-war claims under Public Law 303, 82nd Congress. . . . War Claims Commission urges all American ex-POWs to file their claims without delay. . . . Under PL 303 a maximum of \$1.50 a day is provided for each day WW2 vets were

held as POWs in any theater and were subjected to violations of the Geneva Convention, particularly as to humane treatment and forced labor. . . . War Claims Commission wants to be helpful to vets in getting claims in line for adjudication. . . . If any vet has forgotten his claim number and/or the dates and places of capture and confinement, he should submit his application without delay as this information is generally available to the Commission. . . . As of January 7, over 98,000 applications had been received. . . . Adjudication has been stepped up to approximately 2,000 claims per week—more than 12,000 claims have been adjudicated and paid.

Claim must be made on WCC Form 611, which is available directly from the War Claims Commission, Washington 25, D. C., or from VA offices, State veteran agencies, Legion Service Officers and other recognized veterans groups. . . . Survivors of deceased American POWs are eligible to the benefits due the veteran. . . . Claims by dependents of deceased POWs must use WCC Form 660 in making application.

* * * *

KOREAN ARMY SERVICE CUT TO 20 MONTHS:

Effective January 1st, inducted Army personnel who have served in Korea will be returned to civilian life after 20 months of service instead of 21. . . . Under law Army may keep drafted men 24 months, but found it possible to release Korean vets three months earlier than men who have had no service in that area. . . . Policy does not apply to Marines, although some Marine Corps personnel were obtained through Selective Service.

* * * *

HOW THE VA SPENT ITS MONEY IN 1952:

Veterans Administration spent \$5,990,000,000 during the fiscal year 1952, ending June 30. . . . Of this staggering sum, \$4,860,000,000 was from funds appropriated by Congress and the balance from trust and other funds. . . . Congressionally appropriated money came from the taxpayers; other funds came from premiums paid by vets on their GI life insurance and from sources other than taxes. . . . A breakdown of expenditures shows that the cost of operating the VA during the year took less than 5 cents of each tax dollar. . . . Cash benefits to or in behalf of veterans or their dependents and beneficiaries took slightly more than 79 cents. . . . Medical benefits and veterans' counseling took nearly 14 cents, and construction and repairs a little over 2 cents. . . . That is how the VA dollar was spent in 1952.

Of the \$4.86 billion spent from taxpayers' dollars, \$3.85 was distributed in cash benefits to or in behalf of veterans. . . . The remaining \$1 billion went as follows: \$664 million for

medical, hospital or domiciliary care; legally authorized travel of veterans; counseling of vets under education and training laws, and for burial of vets who died in VA installations. . . . \$224 million for administrative costs, including medical, hospital and domiciliary care . . . and \$113 million for construction of new hospitals and other VA buildings, improvements and repairs to VA hospitals and installations. . . . Cash benefits for which major portion of funds are spent cover a wide variety of items such as compensation and pension payments, insurance payments for military extra-hazardous payments and free indemnity payments for deaths in military service for which taxpayers pay; education and training under the GI Bills and Public Law 16; GI loan program on defaulted loans, and the statutory burial award up to \$150. . . . Burial of veterans under this provision cost \$13,000,000.

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VA ADMINISTRATOR'S DECISIONS AVAILABLE:

Of interest to Service Officers and others who handle claims for veterans is the announcement by VA that the 6th supplement of "Decisions of the Administrator of Veterans' Affairs" is on sale at the Government Printing Office, Washington 25, D. C., at 40 cents per copy. . . . Supplement contains 26 decisions issued during last fiscal year, with index-digest breaking down the decisions by subject. . . . Other supplements, 1 to 5, are also available at prices ranging from 25 to 40 cents. . . . Bound volume of decisions, March 1, 1931, to June 30, 1946—a 1502 page book—is sold by Superintendent of Documents at \$2.75.

* * * *

BRITAIN'S U.M.T. WORKING OUT:

Every year Britain calls up about 175,000 young men for Universal Military Training (they are liable from the age of 18½). . . . Most of them go into the Army. . . . After serving their 2 years they have to serve for a further 3½ years in the reserve or auxiliary training forces, with spare-time training throughout that period. . . . More than half of the British army now consists of young men called up for their two years' compulsory service. . . . Nearly half of Britain's troops overseas and over half of the five British divisions in Germany are National Service men. . . . One out of every 8 officers in Britain's army today is a National Service man. . . . U.M.T. is working out in that country. . . . It is estimated that more than a million young men are now in this reserve army of fully trained men, not counting the 5 million veterans of WW2. . . . As the total of Britain's armed forces is now 852,000 this means that Britain has almost 2 million fully trained men ready for action.

* * * *

RETIREMENT MONEY COUNTS AS INCOME:

Vets who apply for non-service-connected benefits (total and permanent disability) must count as income any benefits received from private retirement funds. . . . This limits the number of eligibles under the law which fixes an income ceiling of \$1,400 for vets without dependents and \$2,700 for those with dependents. . . . Income not counted until certain conditions are met is retirement from Federal Government, Social Security, and Railroad Retirement Act. . . . After a vet retires from Civil Service his annuity payments are not considered as income until he has received the amount of his contribution towards the retirement annuity. . . . Same is true of Federal old age or survivor's insurance payment and railroad retirement benefits.

INDIANA MOVES TO PAY SOLDIER BONUS:

Actual payment of the Indiana state bonus to some 280,000 WW2 vets moved closer on January 22 when the House of Representatives approved a bill to start payment by June 1. . . . The vote was 95 to 0. . . . Bill is not expected to encounter much opposition in Senate, and Governor George Craig (Past National Commander of Legion) has indicated that he will sign measure. . . . Under law payment was deferred until a sufficient sum had accumulated from special tax to pay all at once. . . . Deadline for filing applications expired April 30, 1951. . . . Movement is on foot to extend deadline to December 31, 1953. . . . Some 600 applications are on file which were received after expiration of original deadline and cannot be paid unless extension is granted. . . . Argument is that many vets were outside the state and did not know of their rights until the time expired.

* * * *

SERVICE FLAGS FOR KOREA SERVICEMEN:

Defense Department thinks that service flags should be displayed in the windows of homes that have sons or brothers in the service. . . . and that members of the family should wear lapel buttons in their honor. . . . Authority of Defense establishment to designate such flags and lapel buttons expired with the end of WW2. . . . Department has asked Congress to renew it and make it permanent "during any period of war or hostilities in which the Armed Forces of the U. S. are engaged." . . . In current fight against communists in Korea "the indifference of some groups of citizens has been noted with regret by returning servicemen." . . . Restoring the service flags to the windows, thinks the Department, is a way in which the community may honor its defending warriors.

* * * *

CHISELERS WORK MAGAZINE RACKET:

A Hyattsville, Maryland, judge socked six magazine solicitors with a fine of \$100 each and tagged on a 60-day jail sentence (which, unfortunately, he suspended). . . . Men were soliciting magazine subscriptions under pose that they were disabled Korean veterans. . . . The fine for misrepresenting themselves as Korean veterans was not suspended — Judge Theodore L. Miazga said "Pay up or go to jail."

* * * *

ASKS CABINET RANK FOR VA HEAD:

Cabinet rank for the Veterans' Administrator will be given if a bill introduced by Representative Edith Nourse Rogers, Massachusetts, is enacted. . . . Similar bill has been defeated by two previous Congresses.

* * * *

UNREMARRIED WIDOWS HAVE GI LOAN RIGHTS:

An unremarried widow of WW2 or Korea veterans may qualify for a GI loan guaranty if her husband died as a direct result of his war service. . . . The veteran must have served in the Armed Forces between September 16, 1940 and July 25, 1947, or after June 26, 1950. . . . A widow is not eligible if she has remarried.

* * * *

FREE POSTAGE FOR HOSPITALIZED VETS:

A resolution has been introduced in Congress (H. J. Res. 51) by Representative Thomas J. Lane, Massachusetts, to give free postage to members of the Armed Forces while confined to service hospitals, and to veterans confined to VA hospitals. . . . Referred to Committee on Post Office and Civil Service.

Stalin, Anti-Semite

(Continued from page 15)

As Nathan Chanin, noted Jewish leader and Jewish Labor Committee spokesman, has succinctly summed up that upheaval: "More than one million Jews were deprived of their most elementary human rights. While their small businesses were confiscated, they were not permitted to seek employment in factories or shops. Their children were ejected as 'bourgeois' offspring. Their living quarters were requisitioned and in their hopeless wanderings they died in poverty and disgrace." Known as the Declassed, compelled to subsist on charity, these Jews — according to Soviet statistics — made up 45 percent of the entire Jewish population nearly a decade after the Revolution.

Religious repression was equally severe, and in order to appreciate the human significance of this ordeal one must know that the Russian Jews were among the most religious people in the entire world. Synagogues were sacked and converted into headquarters for militant atheists. Rabbis were terrorized and discriminated against by law, as were other clergymen. Religious services, and materials, were blasphemed. Hebrew schools, in which the Jewish youth received religious training, were declared illegal. Youngsters were taught to hate the religion of their fathers, and to mock it and them. (Nor has this official intolerance toward the Jewish religion in Russia ever been eased, not even during the recent war years when the Soviets made a great show of "religious toleration.")

To the economic and religious torments add the fact that Zionism has been banned for three decades in Russia. Communist persecution of Zionists — as few seem to realize — has been without parallel in any country, except, of course, nazi Germany. Julius Margolin, a prominent Zionist leader who spent five years as a prisoner in Soviet concentration camps, has sadly and accurately stated what every Russian Jew knows: "An entire generation of Zionists has died in Soviet prisons, camps and exile."

Also, unlike "cultural" policy toward other minorities—none of which have any *political* rights — the communists have not encouraged Jewish cultural life. On the contrary, they have utterly destroyed that rich cultural aspect which Russian Jews kept alive even under tsarism. The Hebrew language, for example, has long been banned in Soviet Russia. There is not any longer even one single Yiddish language paper of any kind—although nearly two million Jews still survive in that nation. Not even a single Yiddish-language communist publication! There are no

Jewish old folks homes, no Jewish educational institutions, no Jewish clubs. No Jewish cultural life, period.

In past years when confronted with this incredible record of systematic devastation of Jewish cultural life in the USSR, pro-communist apologists would drag out something called Birobidjan, an alleged "Soviet Jewish Republic," and actually a prize Soviet fraud. This project has existed only for the purpose of raising donations abroad from the gullible. Russian Jews have shunned the settlement — a barren wasteland in Soviet Asia—like the plague. Supposedly for mass Jewish settlement, the number of Jews there has never been more than a fraction of the total Birobidjan population. Now, their chicanery apparent to nearly everyone, the Soviets are abolishing this money-raising operation!

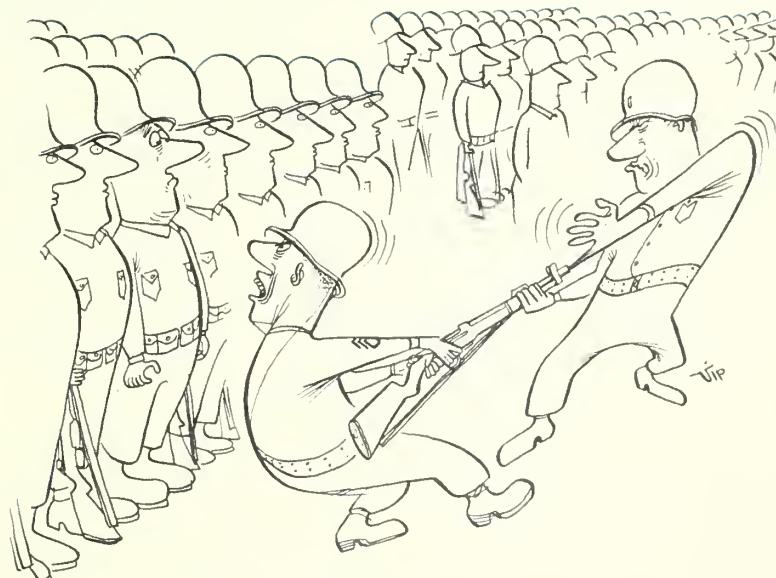
No wonder then, in view of this suppressed record, that the Jewish Labor Committee in 1951 should have demanded, fruitlessly, that the United Nations institute "an inquiry into, and the redress of, the cultural and spiritual genocide systematically pursued against the Jewish people within its borders by the Soviet Union . . ."

The fate of the Jews under communism has therefore hardly been the utopian idyll described by pro-communists and falsely corroborated, for their own reasons, by anti-Semitic agitators. But miserable as was the plight of Jews under communism, Soviet Jews were not yet faced with official anti-Semitism. And this was something not unimportant, given communism's dread record, for which to be "thankful." But now

the situation has tragically changed. The look-alike faces of the nazi and communist twins now sport even the same distinguishing pock-marks of anti-Semitism.

The new policy of official anti-Semitism manifested itself unmistakably in the post-War II years although intimations (largely ignored at the time) were present during the period of the mass purges of the 1930's and during the Nazi-Soviet Pact. Reports of the new governmental anti-Semitism began to appear in the general world press in 1947. In that year, for example, *Newsweek* revealed "an unpublicized but nevertheless effective anti-Jewish policy which was first adopted by the Soviet Government at the time of the Nazi-Soviet Pact. . . ." Jews, the magazine reported, were being eliminated from the armed services, from diplomatic and language schools, from military academies, from all leading positions in Soviet life, even from dramatic schools.

Additional information—to cite one source—was furnished soon after by Igor Gouzenko, the secret cipher clerk who had fled the Soviets and whose documentary proof of Soviet espionage caused a national explosion in Canada. His disclosures of official anti-Semitism — in his book *The Iron Curtain* — passed almost unnoticed. Gouzenko (who is not Jewish) revealed that in 1939 he and his fellow-students at the Architectural Institute in Moscow were told that Jews were in disfavor, that a confidential decree of the central committee of the communist party had been sent to all educational institutions ordering the



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gradual purge of Jewish students. Later, when attached to Intelligence Headquarters, Gouzenko observed the Jews being weeded out. Still later, after being assigned to the Canadian spy ring, he was told by Alekashin, chief of the secret division, that confidential instructions to purge Jews had been sent to directors of all plants and factories. The reason for the secrecy, Alekashin explained, was so as not to anger public opinion abroad.

By the end of 1948, and especially in 1949, Soviet anti-Semitism no longer had to be revealed by anyone. It was grossly apparent, for all to see, in the Soviet press. On January 28, 1949, *Pravda*—the main Soviet mouthpiece—unleashed the new campaign with a vicious attack on “homeless cosmopolitans.” Other Soviet publications, and officials, soon took up the theme. Frequent were such phrases as “people without kith or kin,” “vagabonds without passports,” and other thinly-disguised references to Jews, as Herr Goebbels had seen them. The “homeless cosmopolitans” were said to be “in touch with the businessmen of New York and Tel Aviv.” The initial targets were a number of theater critics, but soon the campaign spread to every field, literally from music and natural science to atomic energy and the circus.

Should any doubt have remained as to the targets of the campaign, the Soviet press made use of an odious innovation. It printed the original Jewish names of the “cosmopolitans” who had long before assumed Russian names. Sample: the *Literary Gazette* referred to a “malignant, putrid story by Melnikov (Melman)” and to “cynical, impudent activities of B. Yakovlev (Holzman).” This, as many specialists on Soviet affairs immediately pointed out, was never done when the names of non-Jewish Russians were printed. Stalin’s birth name of Djugashvili did not appear after his assumed name. Molotov was not listed as Scriabin, the name on his birth certificate. The anti-Jewish intent of the new Soviet campaign was unmistakable. Headlined the *New York Times* on May 2, 1949:

ANTI-ZIONISM IN SOVIET UNION TURNING INTO ANTI-SEMITISM

Supplementing this infamous practice was one even more closely related to the educational techniques of the late unlamented Herr Goebbels. Openly anti-Semitic cartoons began to appear in the Soviet press. Edmund Stevens, then in Moscow as the correspondent of the *Christian Science Monitor*, has described the technique: “Never were the ‘homeless cosmopolites’ openly identified as Jews, but cartoonists depicted them with Fagin-like profiles and the public got the point.”

Remarks such as this one, by N. I.

Gusarov, secretary of the Byelorussian Communist Party, began to be publicly voiced: “Only one theater in the Byelorussian Republic, a Jewish one, puts on unpatriotic plays in which life in America is praised.” During 1949 almost all leading Jewish literary figures—staunch communists, of course, all non-communists having been eliminated long ago—vanished into Soviet limbo, and reports began to reach the West that this one had been arrested, this one executed, this one sent to forced labor, this one driven insane. The worst de-



“Don’t take it so hard, dear. We still have each other!”

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velopment of all—virtually unreported in America—was the sudden mass deportation to Siberia of Soviet Jews. From the city of Lemberg alone, one American Jewish relief organization reveals, 30,000 Jews were shipped. Letters have been returned—as in the days of nazi Germany—with the notation that the whereabouts of the addressee were “unknown.”

Evidence confirming this new policy began to pile up in a tragic heap. Our former Ambassador to Russia, General Walter Bedell Smith, observed in his *My Three Years in Moscow* that only a few Jews held high Soviet office and were always pointed out to foreigners in order to refute charges of anti-Semitism. “But during the past decade,” wrote the General, “it seems that Jews have systematically been removed from influential positions . . .”

It would be useless here to multiply reports of this kind. They are very many, and they all tell the same dismal story, that of a dictatorship turning officially and callously anti-Semitic. The facts can be ignored only by the most blind, or willful. Summed up the 1951 edition of the scholarly *Yearbook* of the American Jewish Committee,

after a detailing of the Soviet anti-Semitic purge: “The decline of Jewish participation during 1949-50 was so considerable that it could not be explained by mere accident.”

That it was not “mere accident” was soon proved by the rapid spread of the new policy to the satellite countries. Here the pattern has been essentially the same in all respects as in the Soviet Union. In Poland, Rumania, Hungary, Bulgaria—the story is the same. The “nationalization” of Jewish places of worship and the confiscation of religious property. The seizure of Jewish hospitals and orphanages and schools. The outlawing of the Hebrew language. The mass arrests of Zionists. The striking of terror throughout the Jewish populations of the Iron Curtain countries. But there have also been innovations. One has been the communist re-institution of the nazi practice of “Reichsfluchtsteuer,” a form of ransom; the communists have demanded the payment of huge sums of money to release individual Jews.

The most remarkable anti-Semitic development took place, however, in Czechoslovakia. This atrocity was so hateful and crude that, as I write, the subject of Soviet anti-Semitism is being heatedly, and indignantly, discussed throughout the free nations.

In December 1952, in Prague’s Pankrac Prison, where the nazis used to stage their mock trials, the communists staged a heavily-publicized Moscow-type trial. Fourteen defendants were named. Eleven of them were Jewish. The charges against them: “Zionism,” “Jewish bourgeois nationalism,” “Jewish chauvinism.” Actually on trial were violently anti-Zionist top leaders of the Czech communist party. They were said to have plotted with “capitalist Jewish emigrants who returned to Czechoslovakia as imperialist agents” of the United States and Israel. Aghast, the parliament of Israel denounced the proceedings as a nazi-type “outrage.” *Newsweek* put American editorial opinion in a nutshell: “The trial was as blatantly anti-Semitic as any staged by the Gestapo.” From one end of the Iron Curtain to the other, Jews—many of them survivors of nazi death camps—huddled together with their families praying for the intervention of God. Several days after the trial began the communists announced that eleven defendants had already been hanged; eight were Jewish. In an editorial burning with anger, the *New York Times* said: “The shadow of a red Hitlerism begins to hang heavy over the Jews remaining behind the Iron Curtain. Communism is shedding its last mask and stands revealed for what it is—the harbinger of a new barbarism.”

These are the facts. This is the anato-

my of the hidden communist war on the Jews. What, however, is the explanation?

An understanding of these grim events is not to be found in one cause, but in a complex of interrelated causes. The most important of these are:

1. Communism, like nazism, is an enormous failure. For three decades its terrorized subjects have been asked to suffer misery for ultimate benefits. Those benefits have not been forthcoming. Age has merely made the communist state increasingly intolerable. Since 1917 a successive series of scapegoats have been created upon whose

do well to be friendlier to the USSR in the future.

When Israel was born, the Soviets—always eager to embarrass England—immediately recognized it. Stalin allowed puppet Czechoslovakia to sell some arms to the Jewish army fighting the Arabs. But Israel's leaders knew that Stalin had not really reversed communism's hostile 30-year-old stand on Zionism. In every Israeli election, the communists have mustered only an infinitesimal vote. In addition, Israel moved closer and closer to the West—with which its future is inextricably linked. Stalin fumed. Failing to influence Israel by his phony gestures of "friendship," he is now trying threats. But Israel's immediate reaction is outrage, an outrage that will not soon die.

4. Stalin himself has an anti-Semitic past. He made crude use of anti-Semitism in his successful rivalry with Leon Trotsky for total power. Many of Stalin's most articulate opponents have been Jews; they exposed often his dictatorial lust and second-rate intellectual pretensions. Psychologically, as one element in his character, he may still be killing those dead men by his war against Jews in general.

5. Much anti-Semitism remains in Russia, a tortured nation in which anti-Semitism has a long history. Violent at-

tacks on Jews, unchecked by the government, have been reported in a number of Soviet cities. During the Hitler-Stalin Pact, the Soviet Government rarely mentioned, let alone answered, Nazi anti-Semitic propaganda. Still later, during the war, the invading Nazi legions spread their anti-Semitic poison widely. In many places, the virus took. For such Soviet citizens—constantly frustrated by Soviet tyranny, worn out by Stalinist terror—anti-Semitism is a popular policy. It allows them to openly denounce *someone*, even if not their communist tormentors.

One thing is tragically clear: the Soviet anti-Jewish war is far from its climax. Preparations for additional trials of the nakedly anti-Semitic type for all the satellite countries are already in order. Throughout Hungary, for example, the puppet press has already been instructed to clamor for them. And the trials seem to be only a beginning. Jews the world over are again talking about genocide. Threatened by possible extermination are the Soviet Union's surviving 1,800,000 Jews.

Thus Stalin, his empire already covering one-fourth of the land surface of the earth, and holding captive one-third of the world's population, shows his true face. It is the face of a communist Adolf Hitler.

THE END



"George took me to one of those parties where they play thinking games—and I haven't seen him since."

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shoulders the communists draped their own failures. The Jew, with a long history of persecution behind him, small in numbers, is a ready-made choice for the role of scapegoat. "It is he who has done this to you," Stalin suggests to his tortured subjects, "not I." This divide-and-conquer strategy—which served tsarism and Hitlerism so well, and ultimately so disastrously—gains time for Stalin to cement his troubled empire, an empire which, despite its facade of strength, is rotted at the core.

2. The victimizing of the Jew is an open offering to the strategically-located Arab states. These nations are still smarting over their defeat at the hands of the Israeli Army. Stalin's plans for conquering the world depend significantly on his ready conquest, from within if possible, from without if necessary, of the oil-rich Arab nations. In either case heavier pro-Soviet sentiment in those nations is vital.

3. Stalin's heightening of his anti-Jewish war is at once a punishment to Israel for that nation's solidarity with the West, and a threat that Israel would

UNCLE WALTER

IT SMELLS GRAND



FRESH AND FRAGRANT AS A NORTH WOODS BREEZE

IT PACKS RIGHT



CUT JUST RIGHT TO PACK WITH EASE

IT SMOKES SWEET



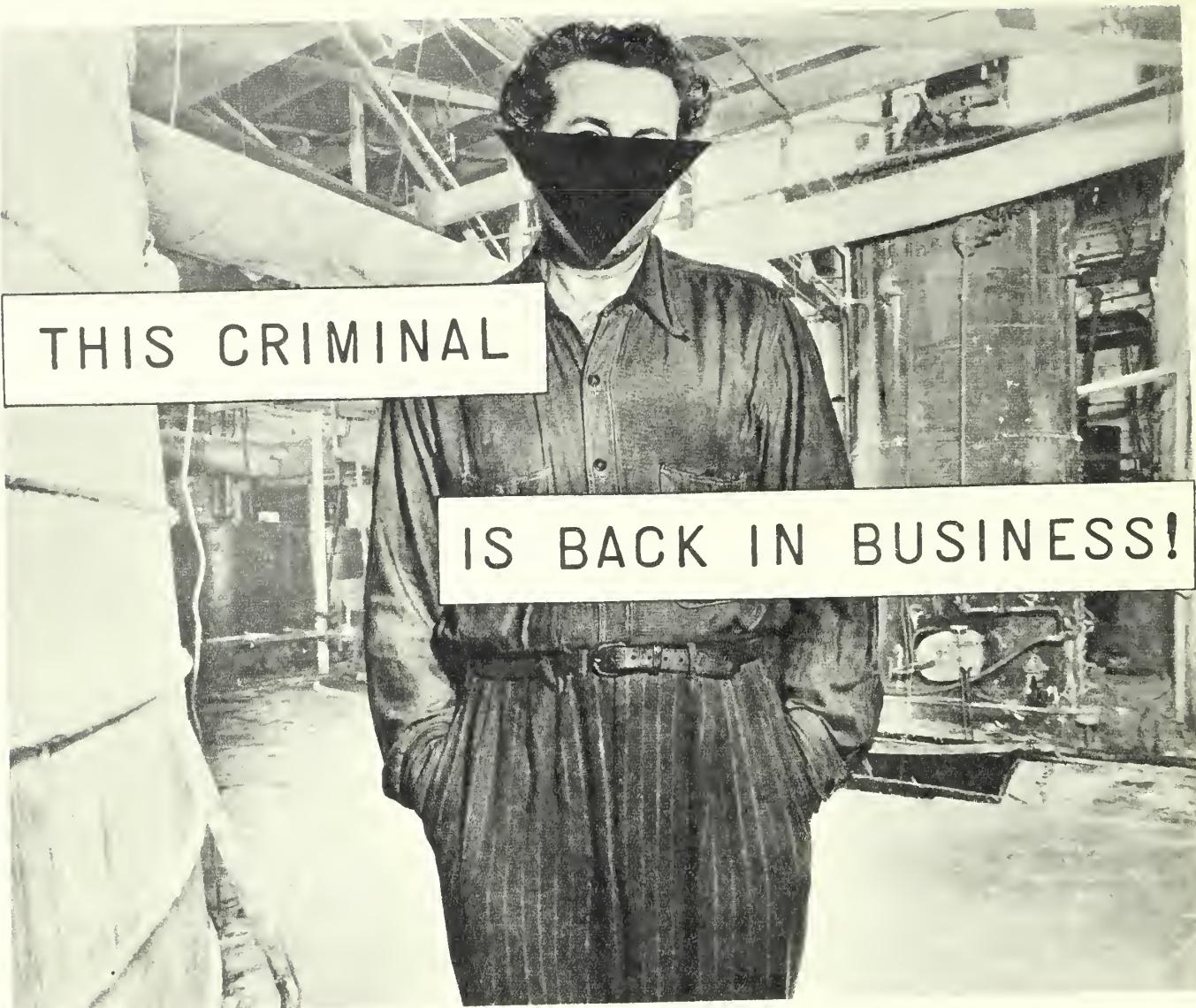
COOL AND SMOOTH—IT'S SURE TO PLEASE

IT CAN'T BITE!

SIR WALTER RALEIGH'S BLEND OF CHOICE KENTUCKY BURLEYS IS EXTRA-AGED TO GUARD AGAINST TONGUE BITE. AND SIR WALTER RALEIGH NEVER LEAVES A SOGGY HEEL IN YOUR PIPE.



P.S.
Stays lit
to the last
puff!



Excessive liquor taxes have made bootlegging a hugely profitable "big city" racket

This man is a bootlegger. There are thousands of him around these days, and there'll be thousands more unless the Federal Excise Tax on distilled spirits is reduced, because of two hard, simple facts:

The first fact is that his kind of crime *does* pay, and the penalty upon conviction isn't stiff enough. Bootlegging pays such tremendous profits that big-city criminals, backed by gangster bank-rolls that can finance huge stills, warehouses, trucks and salesmen have moved in. It can't *help* but pay...with a "tax advantage" of \$28.49 a case*.

*12 "fifths" of 86.8 proof whiskey

*That's over half the average retail price
of a case of legally distilled whiskey!*

The second fact is that this highly profitable crime breeds other crimes. Prohibition proved that graft, corruption, bribery, gang wars, disregard for law and order, all inevitably follow in bootlegging's wake.

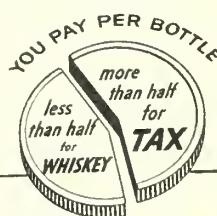
No sensible American wants to return to the tragic farce of 1920-1933. No sensible American wants to pay a tax rate so high it keeps crooks prosperous.

The legal distilling industry advocates bigger penalties, more law enforcement agents, and a fair and realistic tax rate of

\$6.00 a gallon as the most effective means of making bootlegging less attractive to the criminals engaged in it.

The present \$10.50 per gallon Federal Excise Tax on distilled spirits, the seventh increase since Repeal, became effective November 1, 1951. For what happened during its first full year, read the "Tax Arithmetic" column at the right.

Then ask yourself: "Who *really* won?" You're looking at his picture, up above.



PUBLISHED IN THE PUBLIC INTEREST BY

LICENSED BEVERAGE INDUSTRIES, INC., 155 EAST 44TH ST., NEW YORK 17, N. Y.

IN BEHALF OF THE PRODUCERS AND MERCHANTS OF ALCOHOLIC BEVERAGES.



TAX ARITHMETIC

When you pay around \$4.27* for a "fifth" of your favorite whiskey, you actually pay about \$1.89 for the whiskey itself, about \$2.38 more in Federal, State and local taxes.

That's like paying a "sales tax" of 125% on the merchandise! *Taxes take over half of your liquor dollar!*

Today, after a full year of this highest of all U. S. tax burdens, here's the record . . .

... You paid \$237 million more in liquor taxes when the Federal rate was increased from \$9.00 to \$10.50 a gallon.

... Your Federal Government did not gain the \$188 million that advisors to Congress predicted, because consumption of legal liquor went "way down. It gained only \$30 million in liquor excise revenue . . . an increase of less than 2%.

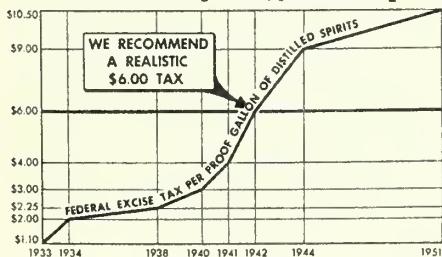
... Your Federal Government lost about \$40 million in corporate income taxes as profits declined with drastically falling liquor sales.

... Your Federal Government lost additional millions in personal income taxes as distillers, wholesalers, retailers and suppliers cut their payrolls and dividends.

... Your State Governments lost approximately \$35 million in liquor tax revenue . . . money badly needed for welfare and other vital state programs.

Bootleggers had additional reason to flout the law. In 1951 alone, authorities with lamentably inadequate staffs were able to seize 20,402 illegal stills. No one knows how many thousands more escaped seizure.

A Tax Increase of 854% Since Repeal!



The \$10.50 Federal tax, effective Nov. 1, 1951, plus an average of \$2.80 a gallon more in other taxes, makes whiskey the highest-taxed of all merchandise.

Distilled Spirits vs. All Other Excise-taxed Products—1939-1951

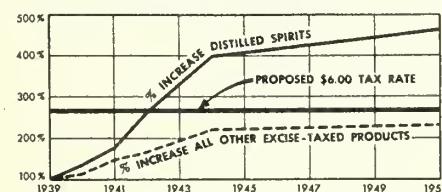


Chart above shows what's happened to distilled spirits vs. all other excise-taxed products and services since 1939. The \$6.00 rate proposed by the distilling industry is still higher than the average increase imposed on other excise-taxed products.

*The average national retail price

LICENSED BEVERAGE INDUSTRIES, INC.

Tomorrow's Cars

(Continued from page 17)

hour. The driver capable of driving that fast on the highways — and there are few of them — would not do so. He might try out his car for a short distance but his passengers wouldn't like it.

Of course, power which gives high speed also gives responsiveness at lower speeds. But, is it worth it? Some now are wondering if the public really wants it. Restating the problem might be: "Does the answer lie in putting more power into a big car or making the car smaller so less power will make it zippy?" The latter could be reflected in operating costs.

The pathway to "tomorrow's" smaller, cheaper car is beset with problems for any engineer. If the car were smaller but not enough cheaper it might not look worth the price. So, costs have to be kept down. And here enters the automatic gearshift.

This shift has become popular. Many drivers do not like it—and some do not know how to handle a standard gearshift. So, if this smaller car did not have the automatic, would people buy the car? And, if they insisted on the automatic, could the cost be kept low enough to find a market? Some engineers get gray early.

But on one point they don't have to worry so much. There will always be a market for big cars, up in the brackets where miles per gallon are not even talked about. Lower down the scale, too, big cars will sell. But it is nearer the "grass roots" that this industry has found its volume and its greatness — and its problems.

The engineer and his factory economists are wrestling with another problem, which is how much there is to this demand—if there is one—for a cheaper car, for price these days has been buried under the alluring "so much a month." If price means less than monthly payments why bother to make a cheaper car? Is there a host of buyers waiting for "price"? Or, isn't there?

The economist also goes back to the Model T. At first, to the unwealthy it was a godsend. Later they turned away from it for "style." Even though people today may be inclined to count their dollars, which have shrunk in value, might they not turn thumbs down on any smaller, cheaper car and buy style, streamlining, chrome, gadgets and power at "so much a month"?

It is easy to envision a small, cheap car, more serviceable than anything we now have, scampering over the landscape, leaping in traffic, sliding into small parking holes, and using little gas, but the factory is not in the vision business. It has to make a profit. And, because it can't afford to make wrong

guesses, it is watching every last thing, no matter how small or unrelated, which might have a bearing on "tomorrow's car."

The automobile engineer is not unmindful of the "hot rod," which almost overnight has blossomed into rather terrific activity, in good part in California.

To many the term "hot rod" pictures a "delinquent on wheels" who has souped up a jalopy till it runs rings around his old man's Cadillac. There are such. However, it goes further. It has been "respectable-ized" by groups of serious-minded men who rebuild ordinary cars so they will go faster. They observe traffic rules and have pride in their skill and know-how.

The "delinquent" can get more power by putting in a thinner head gasket or shaving the head to reduce compression space. Further up the scale come reborning, larger pistons, smoothing out fuel and exhaust passages, adding carburetors and reducing wind resistance. There's a big business in "hot rod" parts, tools and supplies.

One specially built "hot rod," tested on the Utah salt flats, under supervision of the Contest Board of the American Automobile Association last September, set a new world record of 229.77 miles per hour for Class C, 183 to 305 inches displacement, beating the former record of 219.7 held by a German auto union. In a recent "hot rod" meet on the salt, rebuilt cars ran from 109.54 to 244.66 miles an hour.

Said one engineer: "The 'hot rodder's' only desire is speed, and in a straight line. He is doing some very interesting things, but he isn't teaching the factory engineer anything. Anything he does we could do. A difference is, he builds for his personal enjoyment. We have to build to satisfy millions of people."

The part of "stock car" racing in "tomorrow's car" is an unknown factor. Grandstands are packed with people, many of whom believe the cars on the track are the same as they drive, which isn't true. No car, as it comes from the factory, is safe for this grueling race track work. The big, soft tires won't hold up on the turns and have to be replaced, wheels cave in and have to be reinforced, steering has to be strengthened, shock absorbers give out if tracks get rough and different ones have to be used.

Even the American Automobile Association's Contest Board, ever desirous of service to the car owner, permits these changes, but, in order not to "kid the grandstands," insists that in the races it sanctions the permitted changes

be conspicuously listed on the programs.

These cars are owned and entered by the racers, not the factories. Some makes are not popular. Others do so well their consumer sales climb. The engineers' position is that they designed their cars for highway service, not for the severe usage of the race tracks.

But economy runs are something else again. They were prevalent in early motoring, lapsed till just before War II, were dropped during the war and revived on a major scale in 1950. Under rigid supervision of the Contest Board of the American Automobile Association, General Petroleum Corporation, West Coast affiliate of Socony-Vacuum, will stage its third run in April, 1953. These tests produce cold miles-per-gallon figures for the identical cars which car owners drive.

The 1952 run, from Los Angeles to Sun Valley, 1,415 miles, covered cities, country, mountains, deserts, with twenty-seven cars participating. In Class A, the low priced group, the best score was 27.8 miles per gallon, the lowest 20.5. Classes B and C did about as well as A. Seven of the bigger cars were under 20. One got only 16.2.

Car owners studied the publicized results. Winners advertised and gloated. Losers pondered. Gas consumption has always been a factor and surely will be in "tomorrow's car."

For some time the factory people have been observing a development which many feel points toward "tomorrow." That is the so-called "sports car," which is considerably smaller than our current types. It is a scientifically engineered affair, mostly of foreign make, generally an open car, light in

weight, balanced, with good steering control, good brakes, standard gearshift, little if any chrome or overdone streamlining and an engine which gives zip and handleability, though it is not designed for excessive speed. Its top is under rather than over 100 miles an hour.

Active in behalf of the sports car is a group who term themselves "sports car enthusiasts." They have clubs and run road races. They are not in the low income group. Sports cars are not built in large quantities and are not cheap. Few are built in this country. They have however, in a way, an answer to the question: "Can't something be built smaller than our present cars?" Our factory engineer's comment is: "Of course it can. And if enough people would buy it we could build it better and cheaper than anything now being built abroad."

Perhaps not even a straw in the wind is the fact that imports of small foreign cars are increasing. Domestic sales are around 4,000,000, imports a bit above 20,000, about a third of which are sports cars.

If—that ever-present "if"—this smaller, lighter, cheaper car should be built, what would it be like? Probably as good an answer as any, for it is purely speculative, is that it would be like a standard automobile which had been shrunk in all directions, according to each designer's ideas.

Surely it would be considerably shorter, somewhat narrower, maybe lower. It would not seat six passengers, at least in comfort. It may be a four, a six or an eight. Its top speed would be less than the ninety-plus now common.

It would be pretty much devoid of chrome and what we know as streamlining.

Modern developments, like defrosters and windshield sprayers, would in general be missing, as would many things which would add to cost and which the car owner could do without. Heater? Radio? Could be, but surely not pushbutton window controls. We might even be back with the late Henry Ford's reputed: "They can have any color they want so long as it's black."

Several American manufacturers are building lighter and somewhat smaller cars, but they are not "shrunken" automobiles. There is, however, a situation which all are watching and that is a "shrunken" automobile built in England by Ford and being imported here. It is like our cars except for size. It would fit comfortably in our American garages. If it should take hold here the commotion in automobile circles could be terrific.

It is a four and a six. The four sells, as of this writing, in New York for \$1695, including all taxes; the six is \$1889. No heater or radio is included. Specifications of the four, which differ little from those of the six, are:

Over-all length, 164.75 inches; width, 64; height, 60.75; wheelbase, 100; weight, 2435 pounds; tires, 5.90 x 13; tread, 50 fore and 49 aft, about half a foot less than usual; seats five persons; front seat width, 52½; rear, 53½; four doors; brake horsepower, 47; top speed, 80; miles per gallon, importer quotes 26 to 30 and says some owners do better.

George E. Sauvigne, president of Fine Cars, Inc., which has the car in the New York area, advertises: "Something revolutionary is happening on the American road scene and a lot of people are starting to notice it. Simply it's this: there is a trend away from large, overstuffed gas-eaters. More and more people are being attracted to moderate-size, economy-conscious automobiles.

"I go along with this trend. I think it makes sense. Today's traffic conditions dictate a moderate-size, snappy performer that can get out of traffic fast, is easy to park, is economical to run and maintain."

But, knowing that not everyone who looks at a car buys it, I asked Sauvigne what reasons were given by those who looked and didn't buy. He said: "The principal reason is that for a few hundred dollars more they can buy a bigger car."

"And that," chorus our automobile engineers, "is where we came in." To which they add an almost wistful: "Listen, brother. We know how to build a smaller, cheaper car. But—if we built it—would you buy it?"

Would you? If you want it you can have it—by the millions. THE END



"He's really a dandy little retriever."
"Gimme that bird!"

"Gets kinda playful sometimes."
"Okay, hand it over!"

AMERICAN LEGION MAGAZINE

(Continued from page 5)

just another way of getting in the headlines. As a loyal American citizen if I had to choose between McCarthyism and communism I would take communism. It is like the frog who jumped from the frying pan into the fire.

William H. Stalnaker
Houston, Texas

INFO ON APPLIANCES

Sir: I like the article in your January issue *The ABCs of Appliance Buying* by the experts of Consumers Research. Where does one subscribe for the *Bulletins*?

L. F. Meyer
Fort Wayne, Ind.

▼ The address of Consumers Research is Washington, N. J. Be sure that you are dealing with Consumers Research whose publication is the *Bulletin*. There is another outfit called Consumers Union which has been officially cited as a communist front. Don't confuse it with Consumers Research.

Editors

FROM DOWN UNDER

Sir: I recently read a copy of your magazine and confess it is superior to our own in South Australia. I'd appreciate it if any of your subscribers would forward their copies when they are through with them. With an Australian signal unit in the Pacific, I worked, traveled and fought alongside your soldiers. The Yanks were grand fellows. I wasn't far away from that grand chap who manned an m.g. against a Jap landing north of the Long River, Scarlet Beach, New Guinea in October, 1943—and who probably died doing it. . . .

Albert L. Lawson
25 Reyrell St.
West Croydon,
South Australia

COLLEGE DEFERMENTS AGAIN

Sir: The gripe of a lot of our boys in service is the deferment of college students. I say one mother's son isn't any better than another's. Why let boys of college age hide behind college doors while boys of less education are dying to keep the communists from taking over? Then when it is all settled and those who are left come home, who gets the jobs? The college boy of course, who was home getting his education while the rest were fighting and dying. I am an American Legion Auxiliary member and a mother of a boy on the Korean front. What's the matter with our draft laws anyhow, that they allow this?

Name Withheld
Powell, Wyo.

GIVE BACHELORS A BREAK

Sir: When are we going to see the single person get a chance? I wonder if the general run of the public is beginning to see who has been carrying the load. Who has been paying the most income tax? Who is first to fill up the ranks in our defense system? It's about time to ease some of the hardships placed on the single person.

Name Withheld
Williamston, Mich.

Advertisement



From where I sit by Joe Marsh

Pretty "Foxy" Terrier

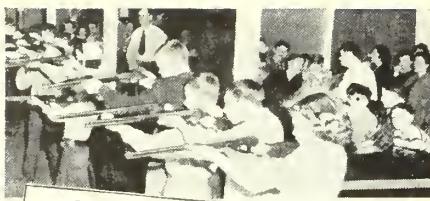
Talking about dogs the other night—and Sandy Johnson topped everything off with a tall story about his fox terrier, "Boscum."

According to Sandy, "Comes bird season and that dog won't stir if I take down my rifle. Same if it's deer season and I go for my shotgun—he won't move, but he's scratching at the door if I so much as look at my rifle!"

One day, Sandy decided to fool him. He took down both his shotgun and his rifle—and swish, Boscum was on his way! So Sandy put the guns back and took out his fishing rod. He went outside and there was Boscum—digging like crazy for worms!

From where I sit, a dog that can outguess humans is as rare as a human that can outguess other humans. For instance, I like a glass of beer with lunch but I wouldn't think of pouring you one without first asking. Everybody has preferences—and it's finding out what they are and respecting them that keeps freedom from "going to the dogs."

Joe Marsh



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You Have To Be A Salesman

(Continued from page 19)

Scout work, and so on. Is he the sociable type? Talk about your Post facilities, your dances and other functions. Is he concerned about communism? Describe the great fight that the Legion has waged against this menace, and the results it has achieved.

That's the general idea, but as in all selling you have to cut the cloth to the individual. Unless you are unusual, your first few prospects may catch you off balance, but after awhile you'll find yourself with the answers to any questions that might be thrown at you.

Whether you are selling Legion memberships, automobiles or canned goods you must, of course, know your product. Surprisingly, many salesmen don't. Time and again I have asked a salesman a simple question about a

just fallen into a dishpan full of water. Having someone ring the doorbell at that juncture did not make her any happier.

Don't lean on your luck. If you get at ten in the morning an order much bigger than your average, don't count on another whopper that afternoon, that week or even that month. Don't cut down the number of contacts, and don't be patronizing to the small customer. Remember the salesman's best friend—the law of averages—works for him if only he makes enough calls or contacts. For steady profit it's better to have a number of moderate or even small orders every week than two or three big ones. That's the principle on which 6,500 Fuller dealers operate.

If you can remember or keep a record, it's good practice to ask a customer whether he or she got good use out of the last purchase. This is part of "you selling," showing a continuing interest in the customer. You also get good comments or recommendations for use with new prospects.

Never say you sold such and such to so and so. Say so and so ordered it. Keep "sell" and "sold" as well as "I" and "me" out of your talk.

Probably the first twenty seconds and the last twenty seconds are the most important in any talk with any prospect. In the first twenty seconds you can set the stage for "you selling." Save up one or two buying reasons—not sales arguments, for the end of the conversation with any prospect. He or she may be undecided, or about to say "No." But resist any temptation toward high pressure. A final push might get you the order but might not leave the person in a frame of mind to become a steady customer. So don't push. But do lead. Get your prospect to want, and to order. Keep on the plane of "you selling."

Since becoming a charter member of Allendale Post 204 in Bergen County, New Jersey in 1921, my father, following these principles, has been getting Legion members. He has never fallen below ten new members or renewals in any year. In 1949 while Commander of our Dover Post, his score was 75. He does it by "you selling," by arousing interest and making sure that his prospects not only realize the satisfaction and comradeship an individual enjoys in membership but also know what the Legion stands for and does nationally.

Once when my father was complimented on "bringing in so many members" he replied, "I didn't bring them in. They came."

He had used "you selling." THE END



Oil helps make him master of space...

He's a "Buck Rogers" compared to the World War II pilot. He maneuvers at altitudes and speeds which pilots of propeller-driven craft are unable to match. He can do this because jet engine manufacturers, the military services, and the oil industry worked together to develop jet aircraft operation.

Here and around the world, jet aircraft is being powered and lubricated with products produced by The Texas Company.

The Texas Company



in a deep-sea seat and holds tight to a pole and line. The line passes through a screen a few yards in front of him and then is hooked to a machine that tugs, yanks and releases it in a way "intended to give the user the sensation of deep-sea fishing."

Inventions having to do with hunting lean generally to the sensible idea that you can't shoot a duck unless you've got one handy. Of the scores of patents concerning decoys, the neatest probably is number 2,591,554 issued on April Fool's Day, 1952, to Everett F. Kinney, Cambria, Wisconsin, and his duck-hunting partner from Milwaukee, Herman F. Myers.

Inside a hollowed wooden decoy they installed an electric motor geared to a grooved axle running from bill to tail. In the groove they slung an arm holding a weight. The motor turns the axle, sending the weight slowly along the spiral from rear of phony duck to front. When the weight reaches the prow, the duck dips forward with only its wooden tail out of water. This trips a lever that causes the axle to reverse, moving the weight back to the rear and causing the decoy to resume its normal sitting position. How, you may ask, does power reach the motor?

The inventors have not forgotten that; they even make it do double duty. On the bottom of the lake, connected to the decoy by cable, is a storage battery. It also serves as anchor.

James O. Sabin of Dalbo, Minnesota, patented a kind of duck merry-go-round by attaching his decoys to folding arms rotated by electrically-driven machinery on the lake bottom. He claims that wild ducks flying overhead see what appear to be ducks swimming in casual circles and stop to investigate. Edward C. Keep and his wife, Eleanor, of Richmond, California, ran a rubber tube (patent number 2,546,189) from the hunter's boat to a horn inside his decoy. He squeezes the bulb; the decoy honks. Gabriel Sinibaldi of St. John, New Brunswick, devised eccentric axles whereby the motions of the waves caused the heads of his decoys to move from side to side in what he claimed to be a life-like manner, thus giving wild ducks the come-on.

All this, without even mentioning the thousands of patents having to do with guns and ammunition, sounds like many a dead duck to me, and I am pleased to change the subject to golf, a field in which the inventors have been equally numerous and also as ingenious.

Golf, as even a non-golfer knows, is an exasperating game and the inventors have expended their genius in an effort to make it less trying.

Belden H. Blake of Canton, Ohio for instance, patented a fingerless glove that fits high and tight around the wrist, thus preventing that crucial joint from bending at the top of the back-stroke. The late John D. Howe, Legionnaire of Upland, California, invented a soft rubber cap for the end of each club owned by the terrible-tempered duffer. "After using a club," he explained, "the golfer often throws it violently into his bag." Jack's patented padding keeps the shafts from splintering as the aftermath of tantrums.

A club designed to turn a beginner into a tournament player is the contribution of Andrew J. Dady of Yonkers, New York. The handle that the player grips rotates within prescribed limits on the club shaft. Should he address the ball correctly and then swing badly on his downstroke, centrifugal force will keep the main part of the club swinging in the right direction. Or so says Dady. "This," he adds, "enables a golfer to compensate for his lack of expert ability or faulty technique."

Then there was Harry S. James back

It boils down to this...

The Army needs long-term enlistments! As a veteran, you have an opportunity to assist your country by giving young men of military age sound advice. You can help them decide how they can get the maximum out of their years of service... help them understand the advantages of making the Army a career.

Why does the Army need long-term enlistments? First, a cadre of key personnel is essential for training new men coming into the Army. This is true whether men come in under Selective Service, voluntary enlistment or other means. Because men who make the Army a career are the backbone of the service—the hard core around which today's modern Army is built.

Second, it's to the country's economic advantage and to yours as a taxpayer to encourage men to enlist for long periods of time. Because the longer the Army can keep a man, the more competent he becomes—

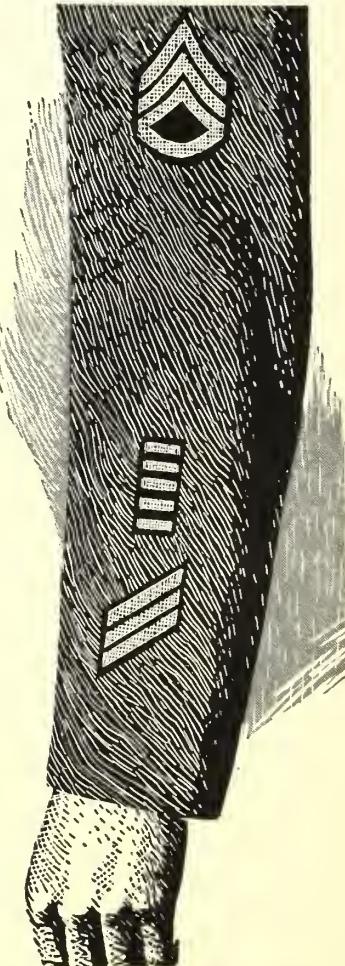
the more effective his service. This is true of any business—the less turnover in personnel, the more efficient the operation.

These are the reasons why the Army asks you to support its long-term enlistment program. Remember—not only the country benefits but the individual receives multiple advantages under a long-term voluntary enlistment program.

Consider These Army Career Benefits

- Opportunity for advanced specialized training and education
- A pay raise every two years—and increased promotion opportunities
- A family allotment when married
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- Increased responsibility with increased service
- And eventually retirement with steady income

UNITED STATES ARMY



in those halcyon days before the cold war, who sent from Shanghai, China, his application for a two-handled golf club, like a plow. He got his patent, too. The trouble with golfers in general, he said, was that they had to place two hands on one club grip, thereby dislocating the normal position of their arms and shoulders. No wonder they never learned the game. To give each hand its private handle, his club shaft spread out at the top in a "Y." "A free swinging of the arms is permitted, aiding in the ease and accuracy of the swing," Harry explained.

Numerous other golfers had somewhat similar ideas, mostly in connection with putters. F. H. Gouverneur of Rochester, New York, put a knob on



the top of his shaft. His idea was for the player to grip loosely the knob with his left hand, letting the shaft swing freely and so lining up the direction of the strike. Then he used his right hand to apply power to his stroke.

Playing golf is only the beginning of the game; somebody's got to haul the tools around and myriad are the solutions of the inventors to this cartage problem. Henry Hyde Perkes, who described himself as "gentleman, subject of the queen of Great Britain, residing at Herschell, Ditton Hill, Surbiton, county of Surrey, England," patented here in 1900 the earliest device for trundling a golf bag. To be swiveled on the underside of the bag where it could function as a roller, he proposed a kind of inflated leather basketball. Dozens of inventors since this British gentleman, favoring varying arrangements of wheels instead of balls received patents on similar schemes to make golf bags mobile.

The really conscientious inventors are the football fans. All contingencies, including riots, they have foreseen. Joseph Lefft and Lester Fischer, both of Brooklyn, New York, describe their invention and the crying need for it every autumnal Saturday afternoon in



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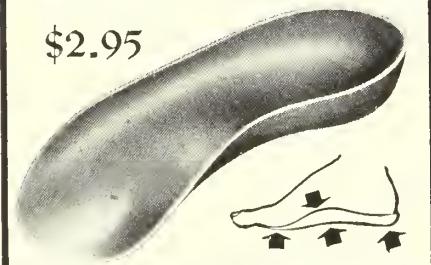
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such vivid official language that I'd better quote them verbatim:

"It has become the practice [they wrote] for the supporters of the winning team to tear down the goal posts immediately after the contest. Their acts are more or less riotous in character.

"One of the objects of the present invention is to provide a novel goal post, which can be almost instantly disassembled after the finish of the contest, the entire structure passing into a container which has been permanently set in the ground substantially flush with the playing surface of the field, the container being provided with a suitable cover and locking means to prevent unauthorized removal of the component parts of the structure."

They meant that when the game ends, the grounds-keeper pushes a button and the goal posts drop into a hole, foiling the would-be rioters before they can even leap from their seats.

Such a system has been in effect at Yankee stadium in New York for some twenty years. The Stadium people believe the firm that manufactured the contraption is out of business, possibly because it doesn't seem to wear out.

Valuable though they are to the manufacturers, I believe we can skip here the several hundred inventions on how to whip up footballs, shoulder pads, tear-proof pants, and nose guards. Scores of others seem to function on the theory that football players should be nurtured like delicate flowers between games so that they will be fit subjects for mayhem when play begins. Hurt them ahead of time, according to Vincent J. Loughlin of Kenmore, New York, and they're inclined to sulk.

"Most tackling dummies are likely to

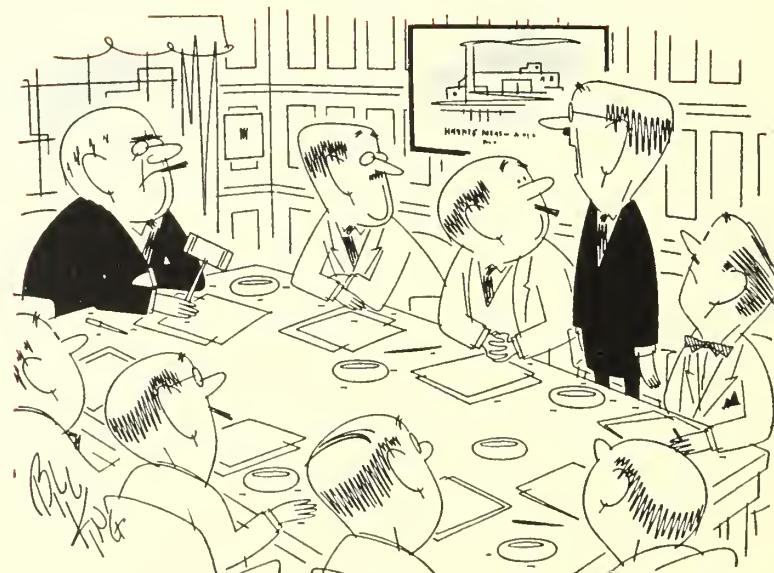
cause injury to the player and therefore affect the accuracy and enthusiasm of his play," Loughlin wrote. He therefore developed the super, psychological dummy with knee, hip, elbow, shoulder and waist joints that bend so that it can assume a 'running, standing, or crouching position.'

"It is so designed," he added, "that it may be dressed in the opponents' uniform, thereby bringing about a desirable psychological effect upon the player."

Charles B. Moran of Horse Cave, Kentucky, patented a complex series of overhead wires, as in a puppet show, by which a whole team of football dummies can be lined up on defense, offense, or on the fence, according to which button the coach chooses to touch.

There is a rash of baseball patents, mostly too complicated to describe in mere words, but one which seems to make sense was thought up by Byron W. Moser of St. Louis, Missouri. His machine pitches curves to order, depending on how much pressure on the ball is applied by its several rubber fingers.

I don't know where Herbert Ricketson of Providence, Rhode Island, hoped to sell his miniature curve-producer. Such items long have been outlawed in organized baseball, a fact which obviously is of no interest to the Patent Office. It issued Herbert official papers on an elastic band to be worn as a ring on the middle finger of the pitching hand. On its inner side is a metallic bead that grips the ball and allows the pitcher to impart the exact amount of spin he needs to make the batter look like a dope. Until the ump catches on, that is.



"Point of information, sir—is there any truth to the rumor that I'm resigning on the Fifteenth?"

AMERICAN LEGION MAGAZINE

This patented flim-flamery leads us inevitably to indoor sports, such as craps and poker. The inventors are suspicious of these recreations. So it is that they have devoted their best efforts toward making honest men, in spite of themselves, of crooked gamblers. This has not been easy.

There doubtless are dozens of experimenters straining, even as you read this, to take the hocus-pocus out of poker as played with standard cards. Many have tried in the past, but none has succeeded, simply because 52 pasteboards are much too tricky for even the most elaborate machinery to handle.

The inventors have done the next best thing by painting the symbols of a deck of cards on 52 marbles. These can't be rifled; neither can they be sneaked up somebody's sleeves. That's because they're always separated from the players by a sheet of plate glass.

Of numerous inventions combining poker with marbles for honesty's sake, that of O. L. Jeffries of Columbus, Ohio, is typical. In a spinning box in the center of the table he places the 52 marked marbles. Centrifugal force pops out these spheres one at a time and sends them rolling down covered troughs to slots in the table before each player. Only he can see his own marbles, though if he should be called and needs to expose his hand, he can lift the lid and show the opposition whether he's been bragging. "By this system," says Poker Player Jeffries, "it is impossible to cheat, either in dealing or shuffling."

Dice are almost as tough to make behave honestly under all conditions as cards, but neither have they daunted the inventors. A. H. Wahlin, whose home address somehow got mislaid in the archives, tried his hand with the square dominoes back in 1910 by making them round. Inside each die he cut connecting slots, in which he sealed a buckshot. Throw the dice and the buckshot would drop into one of the slots, as per the law of averages, weigh the marble on one side, and thus bring it to rest with a number appearing on its upper surface. No city slicker, no matter how big his hands or expert his fingers, said Wahlin, could control dice like that.

You see what I mean, gentlemen. There's not a game to play, nor sport to watch, which our inventors haven't tried to improve. Only one final item they ignored and that's a lotion to soothe the poor, red eyes of researchers like me at the Patent Office. Guess I'll have to invent it, myself; either that or persuade our pinch-penny government to use bigger type in describing the multi-million brain-children of our geniuses.

THE END

"Hello, Mother! It's Me!"

"Thought I'd call you up and find out if you arrived OK."

"No, it didn't take long. Seemed like I'd just given the operator the number when I heard your voice."

"Good thing I remembered to jot down Aunt Sue's number when you were there the last time."



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Canada, Boom Country

(Continued from page 21)

necessary dams to guide the river into a new bed. The lake bottom had to be puniced out and several feet of accumulated silt had to be scraped away before the rich ore body became accessible, to be moved to American steel mills in ever-increasing quantities.

Our drive through the pine and birch forests to the huge dam was over rough and picturesque roads. Every now and then a quail or partridge flew up from the fern-lined road. At the great dam we clambered up steep banks and looked with amazement at the work which human ingenuity had achieved in diverting the flow of rushing rivers and creating a whole new lake.

From Atikokan the Canadian Na-

ades ago, and now presented to the city by the great Hudson Bay Company. The parliament building with its "golden boy" on top is symbolic of the new prosperity. Winnipeg has a well-laid-out city center, a symphony orchestra, and an art school.

Edmonton in Alberta was our next stop. Here we stayed for two days to get a real impression of the tremendous oil boom going on in this province. Oil and natural gas discoveries in the last few years have brought new prosperity and many new business enterprises to this province. It already had a substantial income from wheat farming, cattle raising and pulpwood. Here too housing is the great immediate need and new developments are under way everywhere. The city has doubled its population in two years.

We drove past great farms where oil pipes stick up through the waving grain. Farmers here have made a good deal of money by getting land rental from the oil companies. The subsoil rights are largely in the hands of the provincial government.

Alberta with its Social Credit Government has been jealously retaining control of its natural wealth for the benefit of all the people. Many large American and Canadian oil companies have been welcomed but the government exacts a 50 percent participation in the oil rights. It sells its own share at public auction and uses the proceeds to reduce the public debt or to promote public improvements which are constantly needed in Alberta's expanding communities. Thus it is Alberta's natural wealth which pays for the province's social programs. Most of the province's debt is paid off, and everything is booming.

"The proper purpose of wealth is to help the people," Mr. A. J. Hooke, Minister of Economics, said. "We try to operate our government on Christian principles. We now have full employment. Our great need is more population."

He then explained how they recruit British immigrants. In a London office they have complete lists (he showed us the records) of just what kind of workers are needed and where. When a prospective immigrant applies he is carefully investigated as to his qualifications and training. Then, if he is a carpenter, and carpenters are needed in a certain town, or a farmer, or a road worker, or a nurse, or a doctor, the emigrant gets his visa on condition that he agree to go to the place where he is needed. This intelligent choice of the specific worker for a specific place and position eliminates overcrowding

WALLY



(From March, 1931 A.L.M.)

tional Railroad took us over miles and miles of rich farmland to Winnipeg, capital of the province of Manitoba. Only when you traverse these vast spaces by train in daylight can you visualize these great plains of fertile land so sparsely populated. Only 14,000,000 people in the third largest country in the world!

Winnipeg, like many other Canadian centers, is a thriving and rapidly growing city. During our one-hour stop we were driven about the city—a typical prosperous, expanding midwestern municipality with modern houses and beautifully-laid-out parks. Last year's great flood from the Red and Assiniboine Rivers had inundated the streets and flooded many homes. They are now all rebuilt and improved. Flood prevention has been undertaken by widening the river beds and building higher banks.

The only reminder of the past in this growing city of 300,000 is an old, ivy-covered tower of the old fort built against attacks of the Indians many dec-

large cities and helps in the development of rural areas.

"Just now we are bringing over many needed doctors and nurses from England who feel that they have a much better chance here than under the socialized medical system at home," Mr. Hooke said. "Last year we brought over 20,000 people mostly from England and Scotland and they are all doing very well."

In a cold rain we drove out to the environs of Edmonton where a huge celanese plant is being put up. It will be finished and in operation this winter. Many large oil companies, Canadian and American, are also represented here. Edmonton looks like a frontier town and the sign "You are Oilways welcome here" tells the story. The young engineer who showed us around was well pleased with his job, his pay, his own little house, and the new school for his children.

To reach the Kitimat development in British Columbia, where Canadians and Americans are spending \$500,000,000 to create the world's largest power and manufacturing plant for the making of aluminum, we left our train at Terrace, B. C., a little more than one hundred miles from the Pacific Ocean. This town is well named since it is located on a series of mountain plateaus.

A great golden sunset with a real Alpine afterglow lit up a most impressive mountain panorama. It is the lumbering headquarters for Kitimat and a real pioneer town. The streets are unpaved but there is a new little hotel where we stayed overnight. Early next morning we drove through giant forests to Lakelse Lake.

At Lakelse Lake our little "bush-plane" was riding at its pier like a little duck. We were lucky to have an excellent pilot, a Chinese-American, assigned to us. When the fog lifted we climbed into the little cabin and soared up over the water. Our first stop was at Kitimat, which is at the end of a huge bay leading to the Pacific. Here a large army of workers is preparing the ground for the erection of the plant which is to make aluminum ingots. Everything is on a huge scale. In this wilderness, which can be reached only by boat, plane or helicopter, a large part of the shallow harbor is being filled in to provide the level ground space needed for the new plant and out-buildings. I was fascinated by enormous machines which scoop up sand and gravel from the side of a conveniently located hill and then sift and separate it. In goes the scoop and out of five different spouts the gravel, stones, and sand pour out all expertly graded. It takes only two or three men to produce unending tons of sand and gravel that are hauled away day and night by a fleet of trucks.

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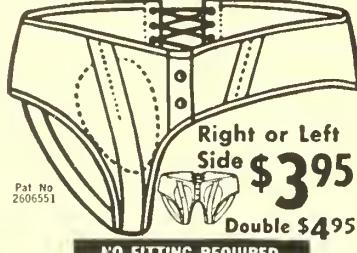
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Nearby a city to house 50,000 people is being built. Expert city planners have laid it out. The city is divided into three sections, each complete with its own shopping center, schools (overpasses will be arranged so that no school child need cross a street), churches, theaters and civic center. As this city site is on the lake, parks and fishing grounds will be easily available. (We saw a worker emerge from the woods with ten big trout on a string. He had caught them in an hour.)

For the present, primitive wood and aluminum huts are housing the army of workers and engineers engaged in the Kitimat end of the project. Over an area of many hundred square miles, lakes and rivers are being drained and redirected and huge dams are being built to bring the water to the power plant at Kemanon. After our quick look-see at Kitimat we got into our flying boat and skirted over a little settlement of Indians who must look with awe on these man-made changes. After a spectacular flight over jagged mountains and lakes, we came down at Tahtsa Camp, a supply base deep in the wilderness.

"Don't you get lonely here in the winter?" I asked the young woman who served us our lunch.

"Not really—we keep warm and everything looks so lovely under the snow—we really like it. Of course we all go about on snowshoes and skis."

Again we boarded our little plane and this time had another spectacular flight over lakes and glaciers so that we might observe a helicopter landing fuel drums on a little platform near a few aluminum houses clinging perilously to a steep mountain crevasse more than a mile above sea level.

I have twice flown around the world, crossed the Alps, flown over jagged Yugoslav mountain tops, over the Andes, over mountainous Korea, and crossed high ranges in India and Africa. But never had I flown over such pointed peaks in so small a plane. And never have I been less afraid, even though the wings of this small hydroplane almost scraped the bare rocks and dived like a small dragonfly between the crevasses and over blue cracks of huge glaciers. That was because Charlie Mah, our pilot, inspired us with the greatest confidence. He had flown the Hump in China under Chennault during the war and seemed to know just what he was doing.

The world's largest generating plant with its eight stories secreted in a huge rocky cavern inside the mountain will provide power to make half a million metric tons of aluminum a year. The mind does not grasp these figures—but when you see these real pioneers living halfway up to the sky in shiny new huts clinging to the mountainside you realize what high adventure goes into the erection of such a plant. Every bit of material has to be flown up. The tunnel is being bored from both sides of a huge mountain.

West Tahtsa on another lake, was our next stop. Here a great American construction company is boring and blasting its way deep into the mountainside. But Kemanon, which we reached an hour later, is the main camp. Here a whole city has sprung up—the miners have started gardens, the children look healthy, and the workers enjoy the excellent trout and salmon fishing after their day's work. They have no union and most workers prefer to work long hours in order to take out more pay.



"Believe me, this is the last time I'll ever make anything with melted cheese!"

AMERICAN LEGION MAGAZINE

After a final two hours' flight over lakes and mountain tops we reached Prince Rupert, on the Pacific coast in northwestern British Columbia, at sunset. From our plane we could see the southernmost mountain peaks of Alaska, a few miles to the north. Prince Rupert is a little fishing town where the Indians need only fish for nineteen days out of the year to bring in all the salmon and halibut needed to keep them in beer and loud-colored jackets for a year.

Prince Rupert is also experiencing a great boom due to its proximity to Kitimat and to the expanding nearby cellulose plant. Here we saw great solid logs floated down, picked up as though they were match-sticks, and reduced to pulp. In an endless chain operation the pulp is bleached, combed, and finally comes out in neat packages of cellulose, all this being done in an incredibly short time. This plant holds the first modern timber license issued in British Columbia. The manager was proud that, because of conservation measures, his operation will never reduce the timber supply of the province.

The next day our plane was grounded on account of weather. It rains just about every day in Prince Rupert. But we boarded a seaplane which bravely piloted us through rain and fog to Sandspit, a little island off the coast, from where a larger plane winged us over sea and land to Vancouver.

We had yet to see the great Labrador mining development, Burnt Creek, on the northern border of the province of Quebec three thousand miles to the East. For a night and a day we flew straight across this vast continent to Montreal.

Seven Islands, starting point for the railroad that is being built to the iron ore deposits, is 500 miles down the St. Lawrence from Montreal. There is no commercial air service, so we had to fly there in a company plane from the Hollinger-Hanna Company which is supervising this \$400,000,000 development. It was a lovely flight over the well-cultivated farms of Quebec Province over and along the shores of the St. Lawrence River and the wide expanse of the St. Lawrence Gulf. Sept Isles, once a sleepy little French harbor town, has also had its face lifted in the last few years. A whole new harbor to accommodate deep-draught ore carriers is being built, the work going on day and night.

The iron ore itself crops to the surface at Burnt Creek on the border of Labrador. But this is 150 miles north of Seven Islands and this wilderness area can only be crossed by plane until the railroad, now under construction, is completed. The railroad, 360 miles long,



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is being built through mountains along rushing torrents through areas that were not even charted a few years ago.

The Hollinger Hanna Company has already built nine airstrips for the preliminary operations. It has an active fleet of 21 planes, DC 3's for personnel and for the longer hauls from Montreal, and a number of bushplanes and helicopters. We were lucky enough to have not only the manager but the president of the company along on our trip which enabled us to ask a lot of questions.

The next morning a geologist took us over this rich ore area. Pale caribou moss and red lingonberries—a kind of small cranberry we had met in Norway—carpet the ground. As you kick this aside the iron ore sticks out. Hundreds of millions of tons have already been surveyed and outlined. Many small trenches have been dug and samples taken out. Later we visited the laboratories of Burnt Creek, which, by the way, will soon have to be moved since they were inadvertently located on a solid body of highgrade ore. Scientists are working day and night to determine the exact iron and other mineral content of the samples brought out from various ore bodies in the area.

The company will have spent nearly \$400,000,000 before it gets out its first bucket of ore for the world market. But everything seems to have been planned with great efficiency and foresight. The fall of 1954 is the date set for the first ore to travel over the new railroad to the port of Seven Islands, from where it will reach the five American steel companies that had the courage to finance this great project.

After a fascinating trek around this desolate mountain top we flew back for

a closer look at Seven Islands. When we arrived there about sunset, the manager asked us to try a ride with him on the front of his new Diesel engine over the first fifty miles of the railroad which had just been completed.

"There are some bad places along the tracks which I want to inspect," he said. Again we hopped into the plane, which soon deposited us thirty miles away in the wilderness—a ten-minute ride by plane, two hours by train. We had tea with the track workers, who were having their solid supper of steak, vegetables and pies. Then we climbed to the front of the giant Diesel locomotive for the two-hour ride back.

After dinner we took another tramp around the dark docks dramatically lit up by huge floodlights where construction continues night and day. The immensity of this enterprise is only matched by the faith and pioneering of those who put \$400,000,000 into the achievement of a dream. Incidentally, the present Secretary of the Treasury George M. Humphrey of Cleveland is one of the men who had the vision to initiate and back this great undertaking.

Canada today can give employment to additional millions of capable and willing workers. Any young man with or without a skill but with health and the desire to do a man's work can make a place for himself in almost any Canadian province. We found happy young Americans working on every project we visited. The only requirements for United States immigrants are good health, good character and enough money to keep going for a few weeks.

So, instead of "Go West, young man, go West" I would say "Go North, young man, go North." **THE END**

The First Tanks

(Continued from page 25)

any price for a 60HP tractor with a ten-share plow and three disc harrows, just like the one they had seen on my farm."

As wonder and interest in the crawler mounted, Steiner assumed the Holt agency in his area; he was granted exclusive dealership rights over Austria-Hungary and Germany on July 19, 1912. An excellent businessman, he immediately opened an office and shop at Budapest, placed forty orders with the Holt Peoria plant, and made arrangements to display his product at an agricultural show near Vienna the following October.

As the "60" pulled heavy loads, crossed ditches, and rolled across soft ground at this show, one of the most interested onlookers was Colonel von Pragau of the Austro-Hungarian War Department. The Colonel requested that Steiner and his machine

take part in a special "traction trial" to be held in the district of Somogy, Hungary, in loose sandy soil.

This "traction trial" developed into an ultra-secret military test, in which the two participants were: Steiner's Holt crawler and the Porsche Car, a 120 HP four-wheel drive affair developed by the noted German designer of the same name. Each was to take a turn at pulling the goliath Skoda-built 30.5 centimeter mortar. The latter, one of the largest land weapons then known, was mounted on a four-wheel carriage and was extremely difficult to transport, even on solid roads. In difficult ground conditions, it was almost past help.

The Porsche car was given first try. The powerful little vehicle skidded across the loose soil and coupled to the gun. The car started forward and leaned to the task. The gun inched

slowly along, then its wheels spun hopelessly. The Porsche had to be freed with shovel and spade.

Next, the Holt machine, with just half the horsepower, went to work. Its tremendous ground contact area keeping it high on the soil, the crawler nonchalantly pulled the lumbering gun along. Tractor driver Hansen (Holt engineer assisting Steiner in his young business) drove back and forth five or six times to further impress the astounded von Pragenu.

That winter (early 1913), the Austro-Hungarian War Department invited



"I couldn't seem to get your necktie right."

AMERICAN LEGION MAGAZINE

Steiner to a conference, expressed confidence in his machine, and asked that he make arrangements to manufacture the Caterpillar crawler tractor in Austria. Because of the growing European market, Holt executives were friendly toward the idea and even favored outright sale of European patents to Steiner and the monarchy.

At this late date, most of the British and French military were not even aware of the existence of such a machine!

The summer of 1913 witnessed several other demonstrations culminating in the machine's introduction to the German War Department at a Strasbourg fair. Here, as before, the tractor performed beautifully; Steiner booked several orders and sold the demonstrator to a Metz farmer.

Expecting the German War Department to be fully as enthusiastic as that of the monarchy, Steiner offered to provide them a tractor for the coming contest at Kleinwanzleben near Magdeburg. The amazing reply was to mark a funeral pyre for the German lives and dreams that crumbled in World War I. Steiner writes, "I was completely bewildered when I received the answer:

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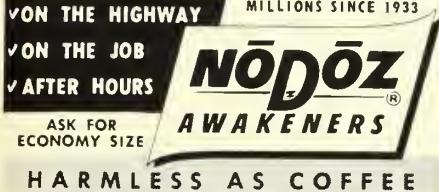
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Steiner relates, "I stood nearby. I heard a shot-like crack, saw the Holt rear up and almost somersault; but in the next moment saw it return to the horizontal position, at the same time lifting the gun's wheels out of the ground; and then saw the gun moving steadily behind the Holt across the marsh."

It was an exciting scene. Troops cheered, and members of the military committee waved their hats and ran to offer congratulations.

But here, on the very brink of success, as the Austro-Hungarian govern-

WALLY



(From March, 1934 A.L.M.)

ment voiced complete satisfaction, and as negotiations for construction of an Austrian tractor factory neared completion, the rumblings of war became realities.

All tractors were called in for military assignments. Shipments from Holt in Peoria were cut off. Steiner was ordered to make drawings, models, and molds of replacement parts for the tractors he had sold.

For the following two years, German war lords continued to ignore the military applicability of Holt's track-type machine. No crawler tractors were built; the tank was not even considered.

Then, in 1916, the terrifying British tanks appeared on the Western Front. The German government frantically called Steiner and one of his Holt tractors to Berlin, and began a frenzied race against time. The Hungarian was assigned engineers, draftsmen, supplies, and a large Buelowstrasse hotel for design of a German tank.

Early in 1917, under the direction of Steiner and Chief Engineer Josef Vollmer, there arose a Holt crawler chassis with tracks 14½ feet long. Two 100 HP Daimler engines, one for each track, were selected to power the tank. After the addition of heavy armor and guns, this machine—the A7V—was tested and considered successful.

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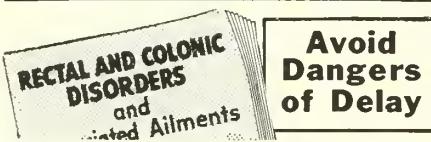
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60 • The American Legion Magazine • March, 1953

struction of 2,000 tanks. But time ticked by and was lost forever as manufacturing facilities were sought among the over-taxed and under-manned German plants. Parts had to be recruited from the corners of both empires as assembly progressed near Berlin.

When the Allies commenced their victorious march back across France in 1918, German morale and industry sagged exhaustedly to defeat. Time ran out. At the war's end, only seventy-five tanks had been built; only the merest handful had seen action.

Ironically, the A7V tanks, built on a copied Holt chassis at Steiner's insist-

ence, were effective and essentially successful when finally recognized and employed by the Kaiser. But their imprint on the sands of history was nothing when compared with the swarms of Allied Mark IV's and V's, Schneiders, Whippets, St. Chamonds and Renaults that crushed and crawled unstopped toward the Rhine and victory for our side.

Who can tell? It may very well be that this victory we count as history might never have transpired had the Germans observed more closely the farmer from Hungary and his tractor from America.

THE END

Shadowy Bill

(Continued from page 13)

shoulder, drew Susan quickly into dark doorways, glanced out of the corner of his eye into mirrors. And he would suddenly whip out the little black notebook and jot things down in it. In between times they ate and drank and danced and laughed.

But suddenly, toward the end of the evening, when they were sitting out a dance, Susan put her hand over his and said, "Bill, is something really wrong, or have you just developed a persecution complex?"

He looked around carefully before answering. Then, still holding her warm hand, he said, "I know it sounds silly, but I'm sure I'm being followed. Every once in a while I catch a glimpse of a man in a derby, but when I turn around he's gone. I'm sure I'm not just jittery—I've never felt better in my life, but—"

"But why in the world would anyone be following you?"

"Well, after all, I have been working in one of South America's biggest silver mines. There could be a connection, but I can't figure out what it is."

"What do you keep writing in that little black book?"

"Oh, that," Bill said. "I don't want to frighten you, but as long as you brought the subject up yourself—look, Susan, if anything should happen to me, I want you to get this notebook to the District Attorney at once. It—might help him in tracking down my murderer."

"Bill, you idiot! You're not dead yet! You've just been working too hard. I think you only imagine you're being followed!"

He shrugged. "Maybe, but I don't think so."

"Look, Bill, for your own good you really ought to see a psychiatrist."

"Oh, for Pete's sake! Anybody who'd go to a psychiatrist ought to have his head examined!"

"I'm serious, Bill."

She looked so little and blonde and worried that he said, "All right, if I can't prove to you within the next twenty-four hours that I'm being followed—then I'll see a psychiatrist. How's that?"

"That's fine. I know a good one, and

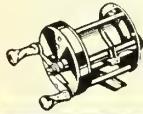


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"Hey, you wait till the twenty-four hours are up!"

"All right, and now it's getting late. You'd better take me home so you can get some rest."

They went out and got a taxi, after Bill had peered nervously down the dark street. In the cab he said, "Tomorrow's Sunday. How about letting me come over and cook breakfast at your place? I'll make you *huevos del infierno*. How about it?"

She hesitated. Then said: "Well, if I'll keep your mind off your troubles, come ahead. But I didn't know you could cook."

"You bet," he said, grinning down at her. "I'd make a very good husband for some girl. I have a sunny, fun-loving disposition too. Does it interest you?"

She laughed at him. "It's tempting, but I have other plans," she said.

He arranged to be at her place at nine in the morning, then, kissing her good night without too much opposition, he left.

Back in his hotel room, he dialed Mortimer's number. "Joe Peake," he said. "Thought you'd like to know that this guy Paley's going to your girl's apartment for breakfast at nine in the morning." He read him his notes for the evening. "Looks as if things are getting serious. You going to let this dame get away with two-timing you like this?"

Mortimer snarled something.

"Why don't you drop over there in the morning half an hour before this guy's due, and tell her you know everything?"

"She won't believe me."

"Say, I've got an idea. I'll bring my notebook over early in the morning and leave it in your mailbox. You can read her stuff from that. She'll believe you then, all right!"

Bill could almost hear the wheels going around in Mortimer's head while he thought about that. "Yeah, Joe," he said, finally, "it's worth a try."

The next morning Bill arrived at Susan's apartment at eight-twenty. After several minutes she came to the door in a lettuce-green negligee, with her blonde hair bewitchingly tousled.

"Bill!" she said, "I thought you weren't coming till nine!"

"Guess my watch is wrong," he said apologetically, "but as long as I'm here, can't I start breakfast while you get dressed?"

"All right, I'll hurry. There's an apron behind the kitchen door, and if you can't find everything you want, call me."

"Everything's fine," he said, going into the kitchen. "Take your time."

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She'd hardly gotten back in the bedroom before the door buzzer sounded. She came out again and Bill said, from the kitchen door, "Hey, Susan, I'll stay out here with the door shut so my being here this early won't embarrass you."

"I don't know who it could be at this ungodly hour," she said. She released the door catch and a minute later, Bill, watching through a crack in the kitchen door, saw Mortimer come in.

"Grant," she said, tying the sash of her negligee a little tighter, "what are you doing here this early?"

"I'd like to talk to you," Mortimer said, "and I'm going to be tied up for the rest of the day."

"Some other time, Grant, I'm busy this morning."

"This won't take long. I've been hearing things about you. I thought I could trust you, Sue."

"Trust me! What are you talking about!"

"Here we are practically engaged, and as soon as my back's turned, you spend every minute with this fellow Paley!"

Susan put her hands on slim hips. "Well, of all the —"

A loud sneeze from the kitchen interrupted her.

Mortimer whirled angrily and strode to the kitchen door. "Ha," he said. "Come out of there!"

There was no answer.

Mortimer yanked the door open so suddenly that Bill, in shirt sleeves and apron, almost fell into the living room.

"Peake!" Mortimer said, "what are you doing here?"

"Just shadowing the dame like you're paying me to do, boss," Joe Peake said in his husky voice.

Susan stamped her foot. "What's going on here, Bill!" she said furiously.

"Bill?" yelped Mortimer, looking wildly at Joe Peake.

"This is Bill Paley—Grant Mortimer," Susan said.

Mortimer lunged for him. "Why, you dirty, double-crossing heel!" he snarled. "Answering my ad and saying you were a private eye named Joe Peake! Letting me pay you ten bucks a night to shadow Sue and this Paley—er—you're Paley!"

Bill grinned at him. "Just doubling up on jobs. Gotta be versatile these days, eh, boss?"

Susan flung open the apartment door. "Having me shadowed!" she said. "Just like a common—! Get out of here, both of you! I never want to see either of you again!" She pushed them both out the door and slammed it hard.

Outside in the corridor Bill said, "Looks like we both lose, Mortimer. It was a good try, though."

Mortimer pushed past him. "Go to

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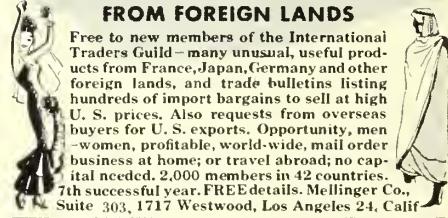
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CROSMAN ARMS CO., Rochester 20, N. Y., Dept. 54

hell!" he snarled, and went plunging down the stairs.

Bill walked purposefully along the corridor, and then tip-toed back silently, and leaned against the wall outside Susan's door, trying to figure his next move.

He could hear the quick staccato tapping of her mule heels pacing back and forth. He kept thinking of a small angry yellow cat lashing its tail. He grinned slightly.

After about five minutes of this, he



"Okay, Martha—let him have it!"

AMERICAN LEGION MAGAZINE

tip-toed down the corridor again, and then walked heavily to Susan's door and knocked.

The footsteps inside stopped. The door was flung open. She saw Bill. "Go away!" she said.

Like a well-trained salesman, Bill put his foot inside the door.

"Susan," he said, "I just want to return your apron and say good-bye." Her mouth was working. He hoped she wasn't going to cry. He handed her the neatly folded apron.

Suddenly, Susan's face crinkled and she let out a whoop of laughter. "Bill, you idiot. You utter idiot! Joe Peake—private eye! Shadowing yourself! Never to my dying day will I forget the look on Grant's face!"

Bill grinned. "Told you I could prove I was being shadowed," he said. Then, gravely, he held out his hand. "Well, good-bye, Susan. I've got a new job in Mexico, leaving in a day or so."

Susan, looking up at him, with her hand in his said, suddenly, "Bill Paley, you come in here and finish what you started!"

"Breakfast, you mean?"

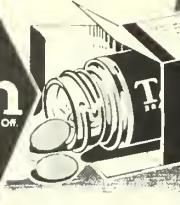
"Well, not exactly," Susan said, blushing a little.

"Blow, Joe," Bill said over his shoulder. "This is going to be strictly personal, see?" And he shut the door on his shadow.

THE END

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And the people around it are square.*

— RICHARD ARMOUR

LOOKING AHEAD

While the mother smiled knowingly, a visitor asked a little girl, "And what, my dear, do you think you will do when you get as big as your mother?"

"Diet," said the little girl.

— HAROLD HELPER

REMODEL TO SOOT

*How beautiful is the snow —
For the first half hour or so!*

— ETHEL JACOBSON

AND HERE WE ARE

A boy from a remote section of the country was sitting in a slit trench in the front lines with a buddy. When the buddy asked how the country boy had come to join the Service, his reply was "Well, a man come down home and told us we were wanted to work for the government. They loaded us on the steam-trucks and took us to a city. Then they toted us on some elec-

Parting Shots

tric cars down to a place near the water. Then a man come up and told us to come into the warehouse to sign up. Well, we went through this long warehouse and then across a narrow little plank. And then this man led us through a little iron door. And then when we was all inside, the man slammed the door — AN' THE WAREHOUSE SMIDDED AWAY!"

— DAN BENNETT

CODE OF CASANOVA

A philanderer is a man who thinks every attractive woman is a sight to be held.

— DAVID O. FLYNN

ANNUITY

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In an Army hospital in Korea, an eager young nurse was trying to persuade a wounded soldier, a hard-boiled Texan, to write home to his wife.

"The little woman will be worried if she

doesn't hear from you," she observed brightly. "Got to keep the home fires burning, you know!"

"Ma'am, we've never written each other," the soldier objected. "And it's too late to start such foolishness now!"

"Oh, come on!" the girl insisted, picking up pad and pencil. "Just a line or two to cheer her up. There, I have begun it: 'My darling wife'."

"Lady," the Texan exclaimed with a wide grin, "that'll make her laugh if anything will!"

— ADRIAN ANDERSON



"You may be right that I don't deserve a good and loving wife—but I maintain I've got just what I deserve."

IT'S ALL WASHED UP

In eighteen hundred and ninety-two
When the automobile first came in view,
'Twas thought real humorous to explain
"When I've washed my car it is sure to
rain."

And for sixty years some millions of wags
Have pulled that old granddaddy of gags
With the smug idea that it's fresh and new;
Which isn't true
And probably wasn't in '92!

— BERTON BRALEY

HOT TIP

*A man will always pay a fancy figure for
cleaning his hat.*

— USHER F. NEWLIN

UNFAIR TO LABOR

The new office boy had been neglecting his duties and his employer decided to give him a gentle reminder.

"Pulaski," he began, "I wrote your name with my finger in the dust on my desk this morning."

"Yeah, boss, I know," the youth calmly replied, "and you spelled it wrong."

— F. G. KERNAN

PRESCRIPTION

*Eat, drink, and be merry;
Enjoy every bit
For tomorrow the doctor
May tell you to quit.*

— KAY OWENS





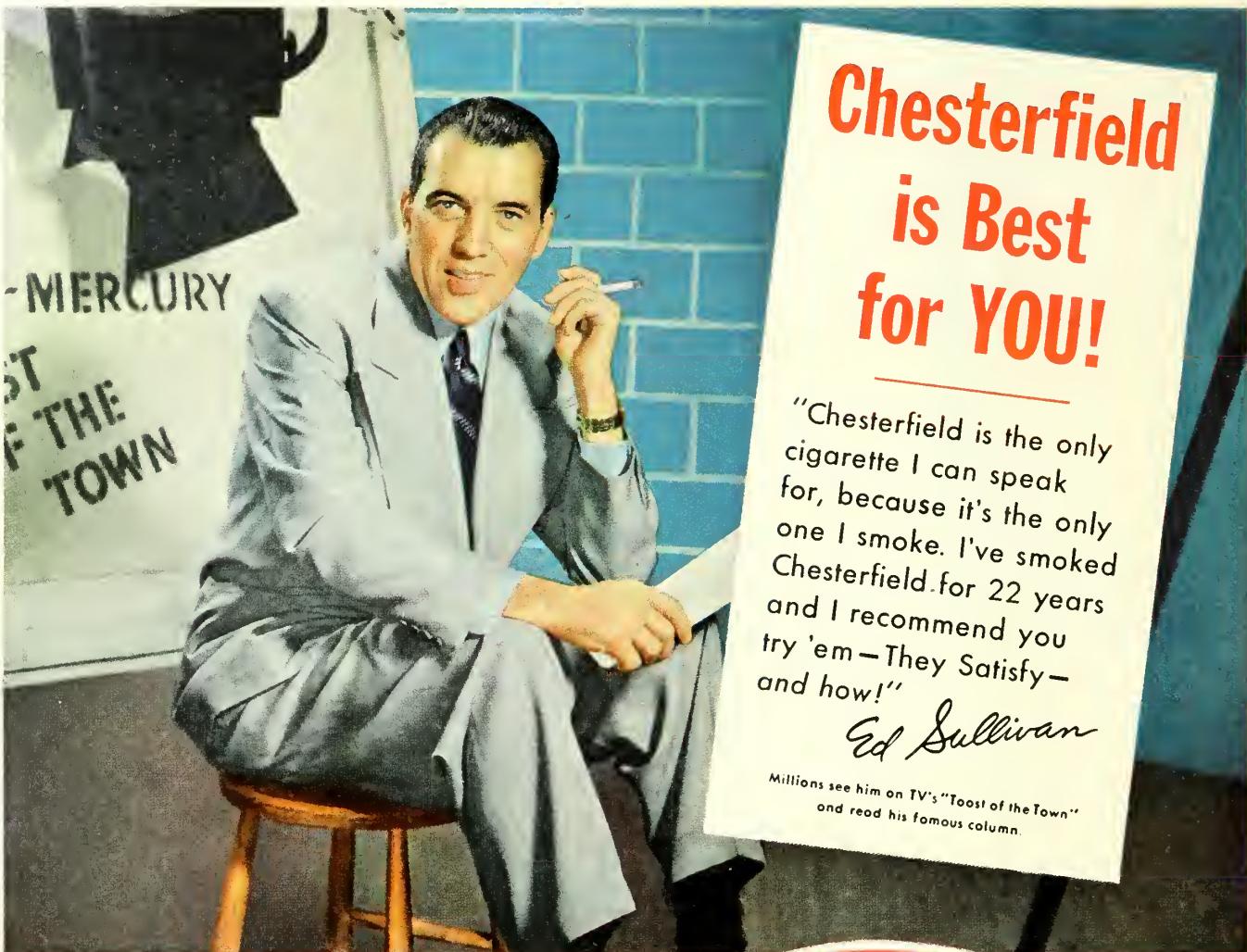
Old-fashioned? Yes . . .
in mellow, smooth bouquet.
And price? Much *less*
than you'd expect to pay!

Paul Jones

SINCE 1865...
Now 5 generations finer

*You just can't buy a
better drink at any price!*

TAX-FREE CHESTERFIELDS are available for Hospitalized Veterans in U. S. Government Hospitals and Armed Forces in Korea . . . **REGULAR SIZE** — only \$35.50 per case (about 7¢ a pack). **KING-SIZE** — only \$40.20 per case (about 8¢ a pack). A fifth longer smoke, yet costs little more.



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"Chesterfield is the only cigarette I can speak for, because it's the only one I smoke. I've smoked Chesterfield for 22 years and I recommend you try 'em — They Satisfy — and how!"

Ed Sullivan

Millions see him on TV's "Toast of the Town" and read his famous column.

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A MEDICAL SPECIALIST is making regular bi-monthly examinations of a group of people from various walks of life. 45 percent of this group have smoked Chesterfield for an average of over ten years.

After eight months, the medical specialist reports that he observed . . .

no adverse effects on the nose, throat and sinuses of the group from smoking Chesterfield.

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